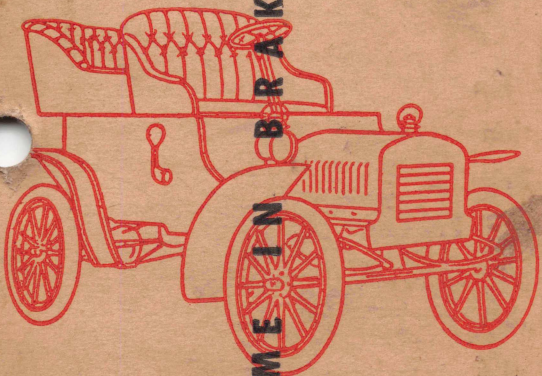


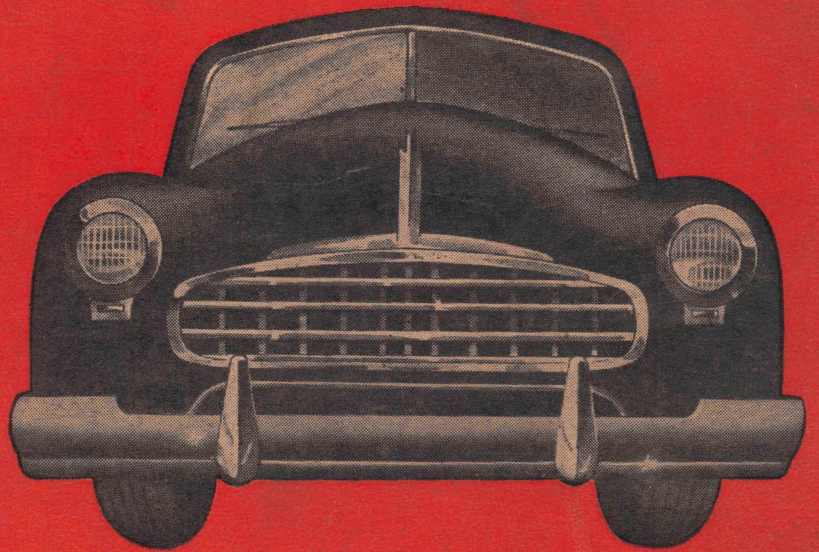


THE OLDEST NAME IN BRAKE LINING



# Johns-Manville *Brake Linings* and Automotive Products

42<sup>ND</sup> EDITION



PASSENGER CAR  
and LIGHT TRUCK

*Catalog*



## BRAKE LINING CATALOG NUMBERS

Brake Lining catalog numbers shown are for the following brake systems:

All 100 and 1000 numbers, Lockheed brakes.

All 200 and 2000 numbers, Bendix brakes.

All 400 numbers, Steeldraulic brakes.

All 300, 500, 600 numbers, manufacturers' own system.

All 4000 numbers are primarily intended for brake blocks or heavy dense fabric materials used as brake blocks commencing with  $\frac{1}{2}$ " thickness and up. A few of these thicknesses have been placed in the 100, 1000, 200 or 2000 series because they are Lockheed or Bendix brakes.

All 5000 series numbers consist mostly of external contracting band brakes and some miscellaneous internal brakes of old design.

Letters affixed to Brake Lining Catalog numbers indicate different drillings.

---

### Prefix Letters

#### Pass. Car and Truck Sets

FT—Fleet-Tested Material

MS—Molded Segments for Disc-Type  
Hand Brake

RX—Brake Shoe Exchange

#### Brake Blocks

H—High Friction

L—Low Friction

M—Medium Friction

M-L—Medium-Low Friction

### Suffix Letters

D—Drilled and Counterbored

D—Drilled and Counterbored

L—Lugs

SL—Special Type Lugs

All other suffix letters indicate variations in drilling patterns.

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## CLUTCH FACING CATALOG NUMBERS

Prefix letters indicate type of material:

EW—Endless Woven

EV—Endless Compressed Fabric

M—Moulded

ST—Special Type

V—Compressed Fabric, Formed and  
Joined

Suffix letters indicate variations in drilling patterns.



# Johns-Manville

## Brake Linings

AND

## AUTOMOTIVE PRODUCTS

FOR PASSENGER CARS AND LIGHT TRUCKS

### CONTENTS

#### General

Manufacture.....	II
Research.....	III
Office Addresses.....	IV

Dealer Plan.....	V-IX
------------------	------

Radio Program.....	X-XII
--------------------	-------

Passenger Car Sets.....	A-1
-------------------------	-----

Fleet Tested Sets.....	A-2
------------------------	-----

#### Rolls—

Molded—Woven—Heavy Duty.....	A-3
---------------------------------	-----

#### Sheets—

Molded—Woven—Heavy Duty.....	A-4
---------------------------------	-----

Shoe Exchange.....	B-1
--------------------	-----

Specifications.....	B-2—B-3
---------------------	---------

#### Alphabetical Listing

Specifications.....	C-1—C-22
---------------------	----------

Numerical Listing.....	D-1—D-8
------------------------	---------

Clutch Facings.....	E-1—E-3
---------------------	---------

Numerical Listing.....	E-4—E-6
------------------------	---------

Rivets.....	F-1—F-4
-------------	---------

Packings.....	F-5
---------------	-----

Friction Tape.....	F-6
--------------------	-----

Shim Stock.....	F-6
-----------------	-----

This is the 42nd Edition of the Johns-Manville Brake Lining and Automotive Products Catalog for *Passenger Cars and Light Trucks*.

It provides all the information and data needed to service the friction materials requirements of all popular vehicles—passenger cars, motorcycles, ambulances,

light trucks—on the road today.

There are two other specialized J-M Catalogs—one deals with **TRUCKS, TRAILERS & AXLES**, and another gives information on all types of **BUSES**. Refer to these catalogs for information on heavy duty equipment.

**JOHNS-MANVILLE**

*The Oldest Name in Brake Lining*





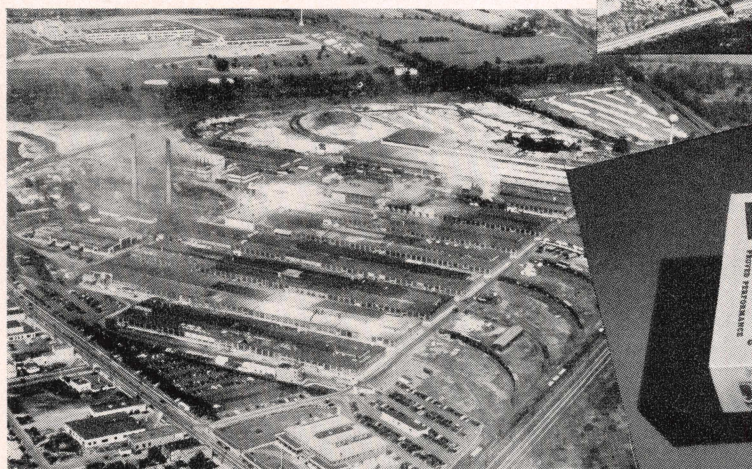
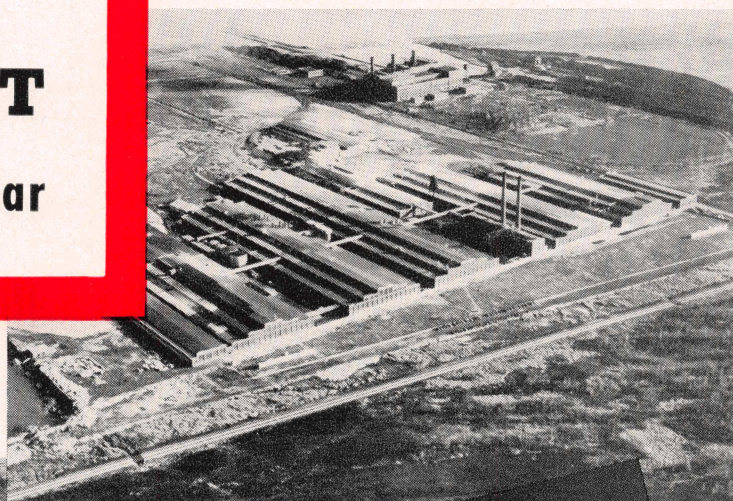
Johns-Manville mines its own asbestos—operates its own modern factories, controlling every step in the production of J-M Brake linings, from the time the crude asbestos rock is removed from the mine until the finished product reaches you, ready to be put into service on your customer's car or truck.

At Left: A view of the Johns-Manville Asbestos mine at Asbestos, Quebec, the largest asbestos mine in the world and source of the asbestos fibres used in J-M Brake Lining.

# COMPLETE CONTROL OF PRODUCT

## From Mine to Motor Car

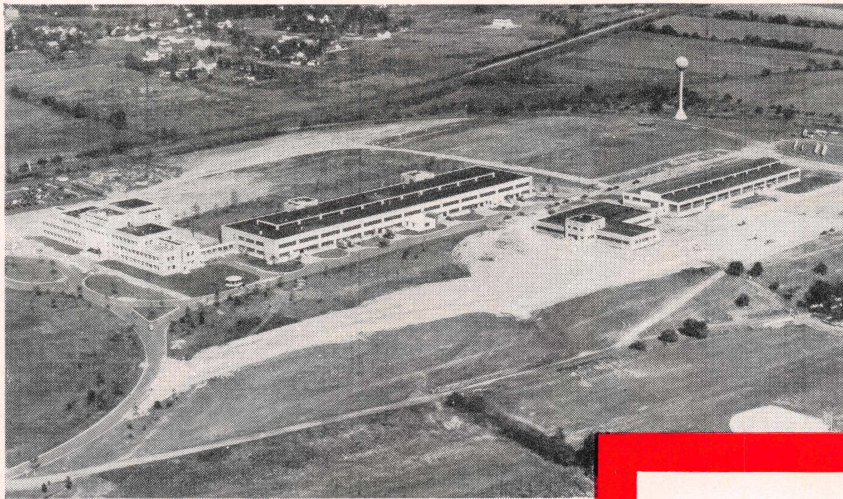
Right: The J-M factory at Waukegan, Illinois, birthplace of molded lining and one of several modern plants in which Johns-Manville Automotive Products are produced.



Above: Typical of the extensive production facilities back of J-M Automotive Products is the Johns-Manville Plant at Manville, N. J. It covers approximately 1,400,000 square feet of floor space.





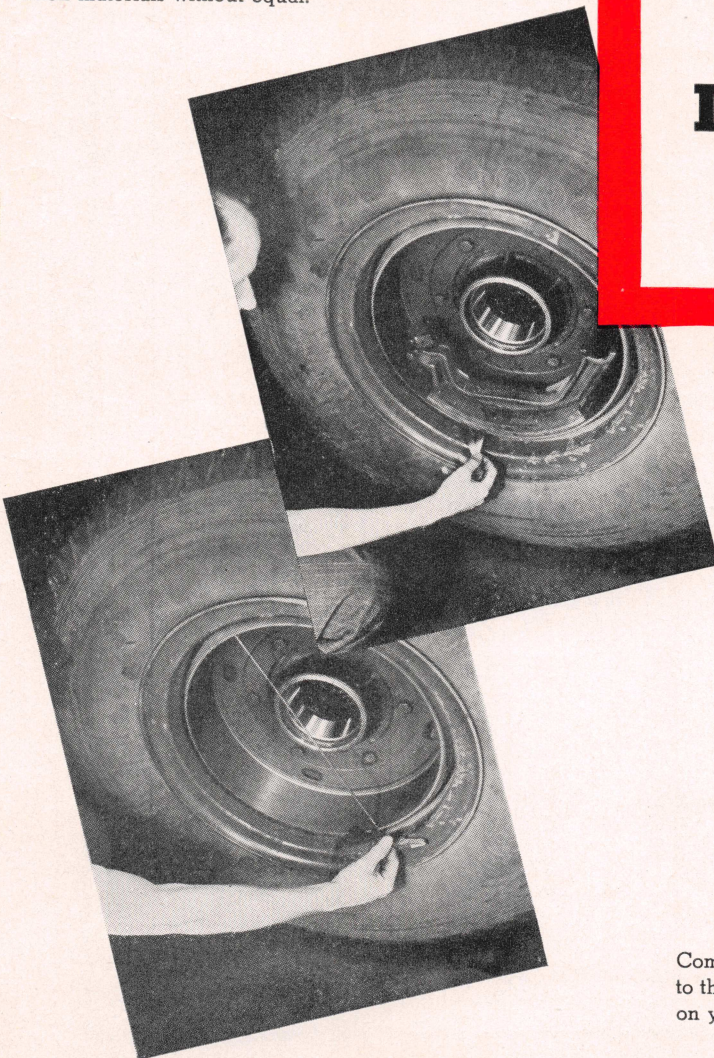


These newly completed buildings are now in operation . . . part of J-M's program to develop friction materials without equal.

Near Manville, New Jersey, is located the famous J-M Research Center, the proving ground where Johns-Manville engineers are constantly at work improving brake lining performance. In the past, J-M has invested huge sums in this research program to make better brake linings and right now even greater research facilities are in actual construction.

## **THE FINEST RESEARCH LABORATORY**

**in the Business!**



Complete equipment ranging from simple, work-a-day tools to the most recent electronic devices are constantly at work on your problems.



## **JOHNS-MANVILLE SALES OFFICES**

### **GENERAL HEADQUARTERS**

22 EAST 40th ST.  
NEW YORK 16, N. Y.

#### **ATLANTA**

101 Marietta Street  
Atlanta 3, Ga.

#### **BOSTON**

49 Federal Street  
Boston 10, Mass.

#### **CHICAGO**

222 North Bank Drive  
Chicago 54, Ill.

#### **CLEVELAND**

45 Prospect Ave., N.W.  
Cleveland 15, Ohio

#### **DENVER**

1755 Glenarm Place  
Denver 2, Colo.

#### **DETROIT**

Grand Boulevard at Second St.  
Detroit 2, Mich.

#### **HOUSTON**

2212 Polk Ave.  
Houston 1, Texas

#### **LOS ANGELES**

816 West Fifth St.  
Los Angeles 13, Calif.

#### **NEW YORK**

270 Madison Avenue  
New York 16, New York

#### **PHILADELPHIA**

1617 Penna. Blvd.  
Philadelphia 3, Pa.

#### **PITTSBURGH**

717 Liberty Ave.  
Pittsburgh 22, Pa.

#### **ST. LOUIS**

1000 Market St.  
St. Louis 1, Mo.

#### **SAN FRANCISCO**

116 New Montgomery St.  
San Francisco 5, Calif.

#### **SEATTLE**

777 Thomas St.  
Seattle 9, Wash.





# This Public Relations Program backed by Johns-Manville National Advertising will help build dealer sales and profits

**You need this Powerful  
Public Relations  
Program that  
Builds Confidence . .  
Increases Sales**



Display this dealer plaque and cash in on the radio program sponsored by Johns-Manville in the interest of all reputable brake service dealers.

The plaque can be displayed only by forward-looking Johns-Manville brake service dealers who endorse the sound business principles listed on the plaque. These dealers win public confidence and more profitable business through J-M's nation-wide public relations program in their behalf.

This public relations program for reputable dealers is backed by Johns-Man-

ville's popular radio program, "Bill Henry and the News," broadcast over 369 Mutual stations 5 nights a week at 9:55 E. S. T. Frequent announcements urge car owners to look for the Plaque—to look for the Johns-Manville blue-and-gold dealer sign, and the flashing Stop-and-Go sign. Only Johns-Manville dealers who participate in this great national public relations program receive the plaque and these valuable sales aids.

Get full details about the entire program from your J-M Distributor—or write at once to Johns-Manville, Box 290, New York 16, N. Y.



# IDENTIFICATION AND PROMOTIONAL MATERIAL FOR JOHNS-MANVILLE CLASS "A" DEALERS



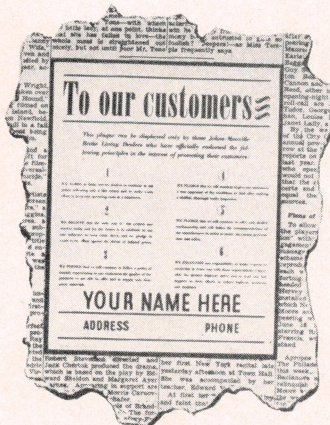
**STOP AND GO SIGN.** Animated flasher electric sign measuring 24" wide by 12" high and 8" deep. Glass face is printed in strikingly attractive colors. Ideally suited for placing in shop window to attract passer-by day or night, or for inside counter display. "Stop and Go" signal flashes red and green alternately. Simple resistance adjustment varies timing of alternating lamps. Takes 110v AC or DC.



**COLORFUL METAL SIGN.** Identification of a Johns-Manville Dealer who endorses the "Set of Principles" is important to you. To help car owners find your dealer, the advertising program is regularly telling them to look for this attractive Blue and Yellow Sign on your dealers' place of business. Size 24" x 16".

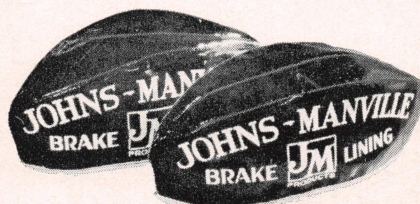


**WINDOW DECALOMANIA.** Attractive blue and yellow bulls-eye design on 14" circle. Suggested for use on glass entrance door or in prominent window area.



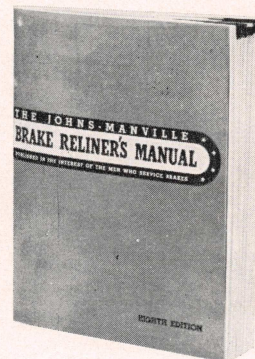
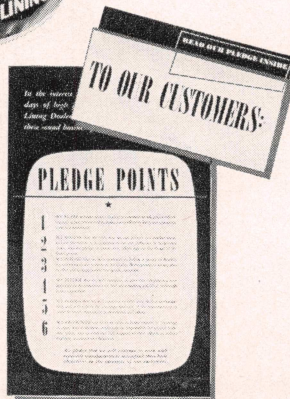
**NEWSPAPER ADVERTISING.** Your dealers' local newspaper can set an attractive, effective ad to advise readers of the Set of Principles they have adopted.

Ask your  
J-M Distributor  
to give you  
complete details  
of the  
Class "A" Dealer  
Program



**MECHANICS' CAPS.** For further identifying your dealer's shop with Johns-Manville and carrying out yellow, and blue color scheme.

**FOLDERS** imprinted with your name and address are furnished as part of the program. This folder features the "Pledge Points."



**BRAKE RELINER'S MANUAL OF 84 PAGES.** Provides all essential up-to-date instructions for the installation and servicing of brakes on all popular cars and light trucks with dozens of helpful diagrams.





# JOHNS-MANVILLE AUTOMOTIVE DEALS



Assortment Number	No. of Sets	J-M 4 Star Set No.	Cars Serviced	
Universal Assortment Deal 1	5	653-D	Chevrolet	
	4	1137-D	Plymouth	
	2	1162-D	Chrysler, Dodge, De Soto	
	4	1167-D	Ford	
	2	286-AD	Buick, Pontiac	
	2	292-D	Pontiac, Hudson, Oldsmobile	
	1	Stop & Go Sign and all sales helps shown on opposite page		
Chrysler Assortment Deal 2	5	145-D	Plymouth, Chrysler, Dodge, De Soto	
	12	1137-D	Plymouth	
	5	1162-D	Chrysler, Dodge, De Soto	
	1	Stop & Go Sign and all sales helps shown on opposite page		
Ford Assortment Deal 3	7	642-D	Ford, 1935-38	
	15	1167-D	Ford 1936-45	
	1	Stop & Go Sign and all sales helps shown on opposite page		
Chevrolet Assortment Deal 4	5	627-D	Chevrolet 1934-35	
	17	653-D	Chevrolet 1936-45	
	1	Stop & Go Sign and all sales helps shown on opposite page		
General Motors Assortment Deal 5	6	286-D	Oldsmobile	
	4	286-AD	Buick, Pontiac	
	5	292-D	Pontiac, Oldsmobile, Hudson	
	2	2005-D	Buick	
	4	2006-D	Pontiac, Oldsmobile	
Deal 6		ANY combination of sets which equals or exceeds in dollar value Deal 1 including 1 Stop & Go Sign (All sales helps shown on opposite page)		





# JOHNS-MANVILLE AUTOMOTIVE DEALS



## Offering Lined Shoe Assortments


Assortment Number	No. of Sets	J-M 4 Star Set No.	Cars Serviced
Universal Assortment Deal 1	6	RX653D	Chevrolet
	4	RX1137D	Plymouth
	4	RX1162D	Chrysler, Dodge, DeSoto
	4	RX1167D 46-47	Ford, Mercury 46-47
	4	RX1167D	Ford, Mercury 39-42
	4	RX286D	Buick, Pontiac
	4	RX292D	Pontiac, Hudson, Oldsmobile
	1	Stop & Go Sign and all sales helps as previously shown	
Chrysler Assortment Deal 2	4	RX145D	Plymouth, Dodge DeSoto
	10	RX1137	Plymouth
	6	RX1162	Chrysler, Dodge, DeSoto
	2	RX1106AD	Plymouth 47-46 (Front)
	2	RX1213AD	Plymouth 47-46 (Rear)
	2	RX192AD	Chrysler, Dodge, DeSoto (Front)
	2	RX1161AD	Chrysler, Dodge, DeSoto (Rear)
	1	Stop & Go Sign and all sales helps as previously shown	
Ford Assortment Deal 3	4	RX642D 35-36	Ford 35-36
	6	RX642D 37-38	Ford 37-38
	12	RX1167D	Ford, Mercury 39-42
	8	RX1167D 46-47	Ford, Mercury 46-47
	1	Stop & Go Sign and all sales helps as previously shown	
Chevrolet Assortment Deal 4	4	RX627D	Chevrolet 34-35
	28	RX653D	Chevrolet 36-47
	1	Stop & Go Sign and all sales helps as previously shown	
General Motors Assortment Deal 5	10	RX286D	Buick, Oldsmobile Pontiac
	6	RX292	Pontiac, Oldsmobile Hudson
	4	RX2005D	Buick
	4	RX2006D	Pontiac, Oldsmobile
	6	RX653D	Chevrolet 36-47
	1	Stop & Go Sign and all sales helps as previously shown	

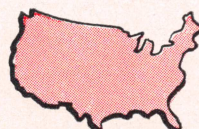


This sign  and this sign 

plus this plaque  will help you

to better business and bigger

profits  in a great nation-wide

public relations program 

for reputable **Brake Service Dealers.**

Ask your  J-M distributor

for complete details or write



**Johns-Manville**, Box 290, New York 16, N. Y.



# Bill Henry and the News

Sponsored by

## JOHNS-MANVILLE

IS BROADCAST FIVE NIGHTS A WEEK!



These 369 Mutual Broadcasting Stations will carry regular announcements urging motorists to look for their reputable Johns-Manville Brake Lining Dealer

### ALABAMA

WCTA Andalusia  
WOOB Anniston  
WJLD Bessemer  
WTNB Birmingham  
WXAL Demopolis  
WAGF Dothan  
WGAD Gadsden  
WBHP Huntsville  
WWWB Jasper  
WABB Mobile  
WLAY Muscle Shoals  
WIHO Opelika  
WHBB Selma  
WFEB Sylacauga  
WHTB Talladega  
WTBF Troy  
WTBC Tuscaloosa

### ARIZONA

KOOL Phoenix  
KCNA Tucson

### ARKANSAS

KVRC Arkadelphia  
KAMD Camden  
KGRH Fayetteville  
KFPW Fort Smith  
KHOZ Harrison  
KFFA Helena  
KXAR Hope  
KWFC Hot Springs  
KBTM Jonesboro  
KXLR Little Rock  
KOTN Pine Bluff  
KXRJ Russellville  
KWAK Stuttgart

### CALIFORNIA

KAFY Bakersfield  
KHSL Chico  
KXO El Centro  
KIEM Eureka  
KYNO Fresno  
KHJ Los Angeles  
KMYC Marysville  
KYOS Merced  
KPRL Paso Robles  
KVCV Redding  
KXOA Sacramento  
KSBW Salinas-Monterey  
KFXM San Bernardino  
KGB San Diego  
KFRC San Francisco  
KVEC San Luis Obispo  
KVOE Santa Ana  
KDB Santa Barbara  
KXOB Stockton  
KCOK Tulare-Visalia

### COLORADO

KFEL Denver  
KCSJ Pueblo  
KSFT Trinidad

### CONNECTICUT

WICC Bridgeport  
WONS Hartford  
WWCO Waterbury

### DISTRICT OF COLUMBIA

WOL Washington

### FLORIDA

WROD Daytona Beach  
WIRA Fort Pierce  
WRUF Gainesville

WJHP Jacksonville  
WKAT Miami  
WTMC Ocala  
WLOF Orlando  
WDLP Panama City  
WEAR Pensacola  
WTSP St. Petersburg-Tampa  
WTAL Tallahassee  
WSIR Winterhaven  
WIRK West Palm Beach

### GEORGIA

WALB Albany  
WDEC Americus  
WGST Atlanta  
WBBQ Augusta  
WMGR Bainbridge  
WMOG Brunswick  
WBHF Cartersville  
WSAC Columbus  
WMJM Cordele  
WMOC Covington  
WBLJ Dalton  
WMLT Dublin  
WSGC Elberton  
WBHB Fitzgerald  
WGGA Gainesville  
WKEU Griffin  
WLAG La Grange  
WNEX Macon  
WMVG Milledgeville  
WCOH Newnan  
WCCP Savannah  
WWNS Statesboro  
WTWA Thomson  
WWGS Tifton  
WLET Toccoa  
WRQN Vidalia



**IDAHO**

KFXD Boise-Nampa  
 KVNI Coeur D'Alene  
 KID Idaho Falls  
 KRLC Lewiston  
 KEYY Pocatello  
 KVMV Twin Falls  
 KWAL Wallace

**ILLINOIS**

WGN Chicago  
 WGIL Galesburg  
 WQUA Moline

**INDIANA**

WKJG Fort Wayne  
 WIBC Indianapolis  
 WASK LaFayette  
 WKBV Richmond  
 WAOV Vincennes

**IOWA**

KSRG Cedar Rapids  
 KROS Clinton  
 KCBC Des Moines  
 KVFD Fort Dodge  
 KFJB Marshalltown  
 KICM Mason City  
 KTRI Sioux City  
 KICD Spencer

**KANSAS**

KIUL Garden City  
 KSAL Salina  
 KTOP Topeka  
 KAKE Wichita

**KENTUCKY**

WLBJ Bowling Green  
 WCTT Corbin  
 WFKY Frankfort  
 WHLN Harlan  
 WKIC Hazard  
 WVLK Lexington (Versailles)  
 WGRC Louisville  
 WOMI Owensboro  
 WSFC Somerset

**LOUISIANA**

KPDR Alexandria  
 WIKC Bogalusa  
 KCIL Houma  
 KWSL Lake Charles  
 KWCJ Natchitoches  
 KANE New Iberia  
 WNOE New Orleans  
 KSLO Opelousas  
 KRUS Ruston  
 KENT Shreveport

**MAINE**

WFAU Augusta  
 WJOR Bangor  
 WCOU Lewiston-Auburn  
 WMTW Portland

**MARYLAND**

WCBM Baltimore  
 WJEJ Hagerstown  
 WBOC Salisbury

**MASSACHUSETTS**

WNAC Boston  
 WSAR Fall River  
 WEIM Fitchburg  
 WHAI Greenfield  
 WHYN Holyoke  
 WLLH Lowell-Lawrence  
 WBRK Pittsfield  
 WAAB Worcester

**MICHIGAN**

WATZ Alpena  
 WATT Cadillac  
 CKLW Detroit  
 WDBC Escanaba  
 WBBC Flint  
 WMBN Petoskey  
 WHLS Port Huron  
 WTCM Traverse City

**MINNESOTA**

KLIZ Brainard  
 WREX Duluth  
 KGDE Fergus Falls  
 WLOL Minneapolis-St. Paul

**MISSISSIPPI**

WLOX Biloxi-Gulfport  
 WROX Clarksdale  
 WCJU Columbia  
 WCBI Columbus  
 WCMA Corinth  
 WJPR Greenville  
 WRBC Jackson  
 WLAU Laurel  
 WMOX Meridian  
 WELO Tupelo  
 WQBC Vicksburg  
 WROB West Point

**MISSOURI**

KFVS Cape Girardeau  
 KWOS Jefferson City  
 WMBH Joplin  
 WHB Kansas City  
 KWK St. Louis

**MONTANA**

KBYM Billings  
 KMON Great Falls  
 KRJF Miles City

**NEBRASKA**

KORN Fremont  
 KHAS Hastings  
 KGFW Kearney  
 KOLN Lincoln  
 KBON Omaha

**NEVADA**

KATO Reno

**NEW HAMPSHIRE**

WTSV Claremont  
 WKXL Concord  
 WLNH Laconia  
 WKBR Manchester

**NEW JERSEY**

WMID Atlantic City

**NEW MEXICO**

KVER Albuquerque  
 KICA Clovis  
 KTNM Tucumcari

**NEW YORK**

WROW Albany  
 WMBO Auburn  
 WBTA Batavia  
 WEBR Buffalo  
 WGVA Geneva  
 WWSC Glens Falls  
 WKNY Kingston  
 WICY Malone  
 WOR New York  
 WSLB Ogdensburg  
 WDOS Oneonta  
 WVET Rochester  
 WNDR Syracuse  
 WKAL Utica (Rome)  
 WATN Watertown

**NORTH CAROLINA**

WLOS Asheville  
 WHHT Durham  
 WFNC Fayetteville  
 WHKP Hendersonville  
 WJNC Jacksonville  
 WLOE Leakesville  
 WJRI Lenoir  
 WTSB Lumberton  
 WMNC Morganton  
 WHIT New Bern  
 WRAL Raleigh  
 WSTP Salisbury



**NORTH CAROLINA (Cont.)**

WSIC Statesville  
 WENC Whiteville  
 WGNI Wilmington  
 WGTM Wilson

**NORTH DAKOTA**

KVOX Fargo (Moorehead,  
 Minn.)  
 KLPM Minot  
 KOVC Valley City

**OHIO**

WCPO Cincinnati  
 WHK Cleveland  
 WHKC Columbus  
 WLEC Sandusky  
 WSTV Steubenville  
 WRRN Youngstown (Warren)

**OKLAHOMA**

KRHD Duncan  
 KASA Elk City  
 KOCY Oklahoma City  
 WBBZ Ponca City

**OREGON**

KWIL Albany  
 KAST Astoria  
 KBND Bend  
 KOOS Coos Bay  
 KORE Eugene  
 KUIN Grants Pass  
 KFJJ Klamath Falls  
 KALE Portland  
 KRRR Roseburg  
 KSLM Salem

**PENNSYLVANIA**

WJSW Altoona  
 WESB Bradford  
 WTWS Clearfield  
 WLEU Erie  
 WHUN Huntingdon  
 WBPZ Lock Haven  
 WKST Newcastle  
 WKRZ Oil City  
 WIP Philadelphia  
 KQV Pittsburgh  
 WPAM Pottsville  
 WISL Shamokin  
 WMAJ State College  
 WJPA Washington  
 WBAX Wilkes Barre

**RHODE ISLAND**

WEAN Providence

**SOUTH CAROLINA**

WBSC Bennettsville  
 WUSN Charleston  
 WGCD Chester  
 WNOK Columbia  
 WLAT Conway  
 WHSC Hartsville  
 WKDK Newberry  
 WRNO Orangeburg  
 WRHI Rock Hill  
 WFIG Sumter  
 WALD Walterboro

**SOUTH DAKOTA**

KMHK Mitchell  
 KIHO Sioux Falls

**TENNESSEE**

WLAR Athens  
 WAGC Chattanooga  
 WJZM Clarksville  
 WBAC Cleveland  
 WKRM Columbia  
 WDSG Dyersburg  
 WGRV Greenville  
 WHBT Harriman  
 WBEJ Johnson City-  
 Elizabethton  
 WKGN Knoxville  
 WMMT McMinnville  
 WGAP Maryville  
 WHBQ Memphis  
 WCRK Morristown  
 WGNS Murfreesboro  
 WMAK Nashville  
 WATO Oak Ridge  
 WHAL Shelbyville  
 WENK Union City  
 WCDT Winchester

**TEXAS**

KWKC Abilene  
 KVAI Amarillo  
 KNEL Brady  
 WRR Dallas  
 KSET El Paso  
 KFJZ Fort Worth  
 KTHT Houston  
 KCBD Lubbock  
 KRIO McAllen  
 KMHT Marshall  
 KPAC Pt. Arthur-Beaumont  
 KMAC San Antonio  
 KTEM Temple  
 KGKB Tyler  
 KVIC Victoria

**UTAH**

KLO Ogden  
 KALL Salt Lake City

**VERMONT**

WSYB Rutland

**VIRGINIA**

WKLV Blackstone  
 WDVA Danville  
 WFTR Front Royal  
 WBOB Galax  
 WWOD Lynchburg  
 WSAP Norfolk (Portsmouth)  
 WNVA Norton  
 WSSV Petersburg  
 WPUV Pulaski  
 WLEE Richmond  
 WROV Roanoke  
 WAYB Wayneboro

**WASHINGTON**

KXRO Aberdeen  
 KPUG Bellingham  
 KELA Centralia-Chehalis  
 KRKO Everett  
 KWLK Longview  
 KGY Olympia  
 KVI Seattle-Tacoma  
 KNEW Spokane  
 KUJ Walla Walla  
 KWNW Wenatchee  
 KYAK Yakima

**WEST VIRGINIA**

WWNR Beckley  
 WKOY Bluefield  
 WTIP Charleston  
 WDNE Elkins  
 WVWV Fairmont  
 WPLH Huntington  
 WRON Ronceverte  
 WHAW Weston  
 WBTH Williamson

**WISCONSIN**

WHBY Appleton  
 WBIZ Eau Claire  
 KFIZ Fond du Lac  
 WCLO Janesville  
 WOMT Manitowoc  
 WJMC Rice Lake  
 WFHR Wisconsin Rapids  
 WKOW Madison

**WYOMING**

KSPR Casper  
 KOWB Laramie  
 KVRs Rock Springs  
 KWYO Sheridan



# Johns-Manville



## 4 STAR

## PASSENGER CAR SETS



### Each Individual Box Contains Material for a Complete Car

★ **CUSTOM MADE FOR EACH CAR** J-M 4 Star Passenger Car sets contain the finest brake linings that modern manufacturing skill and research can produce, assembled in the scientifically correct combinations for each car and type of brake.

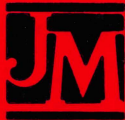
★ **BALANCED FRICTION** Each segment is furnished in the correct friction required by the type of drum material used and by the action of the individual brake shoe for which it is designed.

★ **PROVED PERFORMANCE** Both in the laboratory and on the road, J-M 4 Star Sets are subjected to the most rigid performance tests—your assurance that they can be depended on to deliver on the job!

★ **ENGINEERED FOR SAFETY** Today's high speed cars demand split-second stopping. An ample "factor of safety" to meet this requirement has been built into every Johns-Manville 4 Star Set.

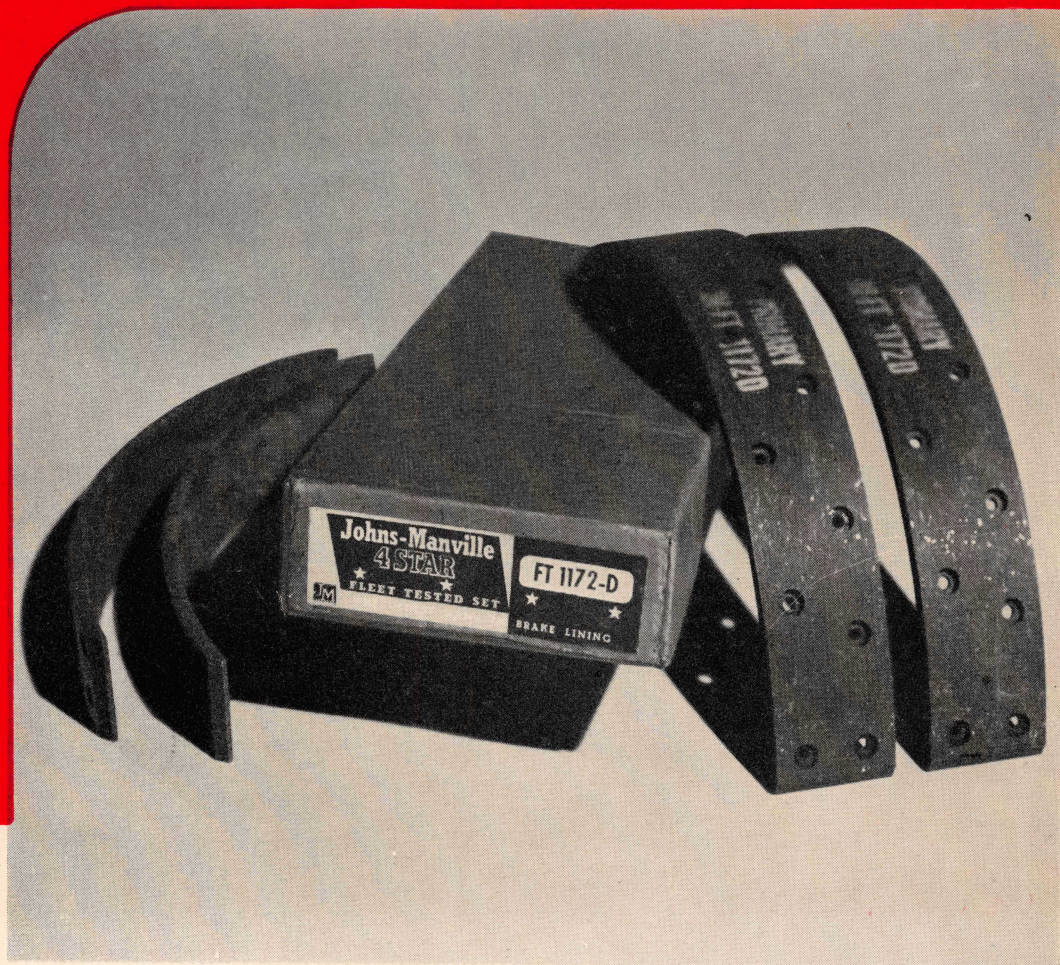


# Johns-Manville



## 4 STAR

## FLEET TESTED SETS



### "Fleet Tested" to give 4 STAR Performance

★ **PROVED PERFORMANCE** Designed specifically for medium and light commercial vehicles and "Fleet Tested" in actual service on many of the country's leading truck fleets.

★ **CONVENIENT TO STOCK AND APPLY** Cumbersome stocks of roll and sheet materials are no longer required to service this market.

★ **BALANCED FRICTION** Patterned after the famous J-M 4 Star Passenger Car sets, with the scientifically correct friction combinations of J-M 4 Star Heavy Duty Molded Lining for each brake shoe.

★ **A COMPLETE LINE** Drilled sets for all popular trucks; universal sets for wide coverage. All sets labeled for quick identification.



# JOHNS-MANVILLE 4 STAR BRAKE LININGS

## HEAVY DUTY MOLDED ROLLS

## HEAVY DUTY WOVEN ROLLS



Built to withstand severe high-speed braking on modern cars.

Dense structure permits maximum counter-sinking and provides greatest rivet holding strength.

Specially constructed to insure operation at high temperatures without scoring or loss of friction.

Gives smooth braking performance with maximum life wherever a molded lining is required.

### WHERE RECOMMENDED

Internal brakes of passenger cars and light trucks. In every case where a high-grade molded type of lining is recommended.

### HOW FURNISHED

Two 10½ ft. lengths per coil (21 ft.)

Widths: 1" to 6" inclusive.

Thicknesses: 5/32" to 3/8" inclusive.



Surfaces precision ground for perfect fit and easy adjustment (also furnished "unground" when specified on order.)

Dense structure for maximum life.

Special impregnation for resistance to high temperatures.

Plastic metal alloys provide frictional stability, reduce scoring and assure exceptional brake performance.

### WHERE RECOMMENDED

External brakes of passenger cars and light trucks. Some internal brakes of older design where high friction is desirable. Parking or transmission brakes.

### HOW FURNISHED

Rolls of approximately 25 ft.

Widths: 1½" to 6" inclusive.

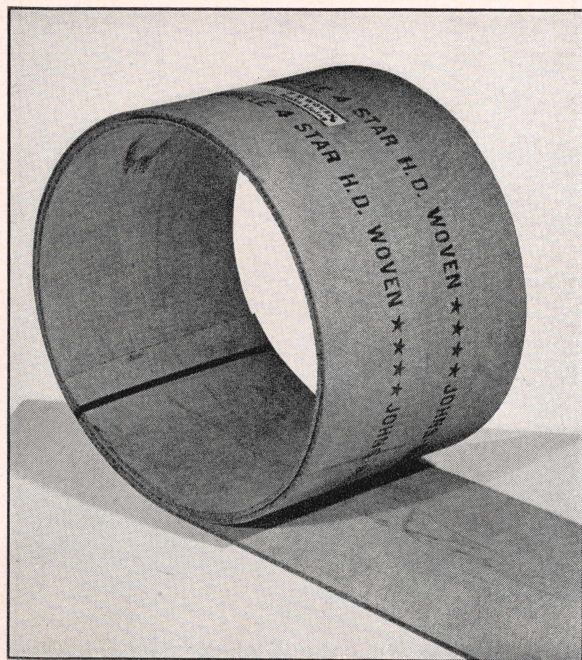
Thicknesses: 3/16" to 3/8" inclusive.



# JOHNS-MANVILLE 4 STAR BRAKE LINING

## HEAVY DUTY WOVEN SHEETS

## HEAVY DUTY MOLDED SHEETS



Has the same superior performing qualities as 4 Star H. D. Woven in rolls.

Any width or length required may be cut from this material. This means greater coverage and inventory reduction.

Furnished in sheets of convenient lengths for ease in handling. See list below.

Dense in structure and surface ground on both sides. Will not fray when cut.

Possesses the same superior qualities as 4 Star H. D. Molded in rolls.

Available in semi-flexible form for application to various drum diameters on passenger cars and light trucks; in rigid form for trucks and busses.

Convenient size for ease of handling and maximum coverage.

Any width may be cut from this material, thereby eliminating the stocking of odd sizes in rolls.

### J-M 4 STAR HEAVY DUTY WOVEN SHEETS

(Ground Surfaces)

J-M Catalog Number	Width	Thickness	Length Per Sheet
HDS-54	12"	1/4"	12 Ft.
HDS-55	12"	3/8"	12 Ft.
HDS-56	12"	3/4"	6 Ft.
HDS-58	12"	1 1/2"	6 Ft.

★ ★ ★ ★

**FOR FOUR STAR BRAKE PERFORMANCE  
USE J-M 4 STAR BRAKE MATERIALS**

★ ★ ★ ★

### J-M 4 STAR H. D. MOLDED SHEETS

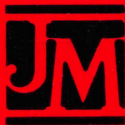
Furnished in 36" width (up to and including 3/8" thick)  
Over 3/8" thick furnished in 24" width

J-M Catalog Number	Thickness, Inches	Sheet Diameter	For Drum Diameters		Developed Length, Long Arc.	Approx. Weight, Lbs.
			Min.	Max.		
*41M	1/4	12"	12"	18"	15 1/2"	10.7
*43M	1/4	12"	12"	18"	17 1/2"	12.1
*47M	1/4	14"	14"	22"	21 1/2"	14.9
*91M	5/16	13"	13"	17"	15 1/2"	13.4
*91AM	5/16	13"	13"	17"	17 1/2"	15.1
*91BM	5/16	16"	16"	21"	22"	19.1
*56M	3/8	16"	15"	18"	17 1/2"	18.2
*60M	3/8	17"	16"	20"	19"	19.75
*62M	3/8	17"	17"	21"	22"	22.95
H-63A	1/2	16 1/2"	Rigid	Rigid	17 3/4"	15.0
H-64	1/2	20"	Rigid	Rigid	21"	18.0
H-71A	3/4	16"	Rigid	Rigid	18 3/4"	23.6
H-73	3/4	17 1/4"	Rigid	Rigid	18 1/2"	24.0
H-99A	3/4	16 1/2"	Rigid	Rigid	18"	23.3

Sheets indicated by \* are semi-flexible



# Johns-Manville



## BRAKE SHOE EXCHANGE



Johns-Manville offers two brake shoe plans—(1) the exchange of worn brake shoes for relined and reconditioned shoes and (2) the outright purchase of shoes without returning worn ones. In the first case, the jobber returns old brake shoes to J-M and receives, in exchange, newly lined J-M shoes ready for immediate use. In the second case, the jobber makes a direct purchase of brake shoes. These "new" shoes are supplied either lined or unlined. Refer to the price pages for all details regarding the prices, shipment,

freight discounts, terms of payment, etc., of brake shoes.

Servicemen using the Brake Shoe Exchange Plan offered by Johns-Manville Jobbers find this service has important advantages. Not only does it effect a considerable saving in shop time and labor, it also speeds up completion of the job and its delivery to the car owner. Ample stocks of relined brake shoes for all the more popular passenger cars and trucks, are readily available which means prompt exchange of shoes at all times.





# JOHNS-MANVILLE BRAKE SHOE EXCHANGE



J-M Brake Shoe Sets are available for the following passenger cars and light trucks. Order Lined Brake Shoes by J-M Set Numbers indicated.  
Order unlined shoes by brake shoe part numbers shown in the last column.

**IMPORTANT—Set consists of 4 shoes covering 1 (One) axle.**

MAKE, MODEL AND YEAR	Brake Location	No. Sets Required	J-M Set No.	Unlined Brake Shoe Part Number
<b>BUICK</b>				
1948-36, Series 40 & 50.....	F & R	2	RX286D	B1000U
1948-40, Series 60 & 70.....	F & R	2	RX2005D	1007U
<b>CHEVROLET PASSENGER</b>				
1948-36, Pass. & 1/2 Ton.....	F & R	2	RX653D	B126 XU
1935-34, Master & 1/2 Ton.....	F & R	2	RX627D	B120U
<b>CHEVROLET TRUCK</b>				
1942, BL 3/4 Ton..... 1940, KD 3/4 Ton..... 1939-38, JD-HD-GD 3/4 Ton.....	F & R	2	RX653FTD	B126 XU
1942-39, BM-KE-JE & 3/4 Ton Special.....	F	1	RX653FTD	B126 XU
1938-37, HE-GE 1 Ton.....	R	1	RX644FTD	B130 XU
1942, MR-MS-MY Conventional MU-MV..... MW-Coe-YM-YO-4103-4112..... 1941-40, 1 & 1 1/2 Ton & School Bus..... 1939-37, All 1 1/2 Ton & Bus..... 1936, All 1 1/2 Ton except early models.....	F R	1 1	RX644FTD RX654FTD	B130 XU B131 XU
<b>CHRYSLER</b>				
1948-46, 6 Cyl.....	F R	1 1	RX192AD RX1161AD	B817U B817U
1942-39, Royal & Windsor.....	F & R	2	RX1162D	B813U
1937, Royal.....	F & R	2	RX1137D3	B812 XU
<b>DE SOTO</b>				
1948-46, S11 Series.....	F R	1 1	RX192AD RX1161AD	B817U B817U
1942, Deluxe..... 1941, 38 Custom & Deluxe.....	F & R	2	RX1162D	B813U
1937, 36 Custom & Deluxe..... 1935, SF.....	F & R	2	RX1137D3	B812 XU
<b>DODGE PASSENGER</b>				
1948-46, All Models.....	F R	1 1	RX192AD RX1161AD	B817U B817U
1942, Custom..... 1941-38, Custom & Deluxe.....	F & R	2	RX1162D	B813U
<b>DODGE TRUCK</b>				
1941-38, All 1/2 Ton (except RC, RXC-1938, TC-1939).....	F & R	2	RX1162D	B813U
1937-34, All 1/2 & 3/4 Ton.....	F & R	2	RX1137D3	B812 XU





# JOHNS-MANVILLE BRAKE SHOE EXCHANGE



J-M Brake Shoe Sets are available for the following passenger cars and light trucks. Order Lined Brake Shoes by J-M Set Numbers indicated.  
Order unlined shoes by brake shoe part numbers shown in the last column.

**IMPORTANT—Set consists of 4 shoes covering 1 (One) axle.**

MAKE, MODEL AND YEAR	Brake Location	No. Sets Required	J-M Set No.	Unlined Brake Shoe Part Number
<b>FORD PASSENGER</b>				
1948-46.....	F & R	2	RX1167D-46-47	712U
1942-39, Pass. & 1/2 Ton.....	F & R	2	RX1167D	708U
1938-37, Pass. & 1/2 Ton.....	F & R	2	RX642D-37-38	707U
1936-35, Pass.....	F & R	2	RX642D-35-36	705U
1934-32, Pass.....	F & R	2	RX515D	703U
1931-28A.....	F & R	2	RX310D	700U
<b>FORD TRUCK</b>				
1948-46, 1/2 & 3/4 Ton.....	F & R	2	RX1167FTD-46-47	712U
1942-39, 1/2 & 3/4 Ton.....	F & R	2	RX1167FTD	708U
1942-39, All 1 Ton.....	F	1	RX1167FTD	708U
	R	1	RX1172FTD	710U
1942-39, All 1 1/2 Ton and School Buses.....	F	1	RX1172FTD	710U
	R	1	RX1174FTD	711U
<b>MERCURY</b>				
1948-46, All Models.....	F & R	2	RX1167D-46-47	712U
1942-39, All Models.....	F & R	2	RX1167D	708U
<b>OLDSMOBILE</b>				
1948-42, 6 Cyl.....	F	1	RX2006D	B1006U
	R	1	RX292D	B1001U
1941, Series 76-78-96.....	F & R	2	RX2006D	B1006U
1940, 90 (L40) 8 Cyl.....				
1941-37, 6 Cyl.....	F & R	2	RX292D	B1001U
1939-37, 8 Cyl.....	F & R	2	RX286D	B1000U
<b>PLYMOUTH</b>				
1948-42, All Models.....	F	1	RX1106AD RX1213D	B816U B816U
	R	1		
1942-38, All Passenger Models.....	F & R	2	RX1137D	B812XU
1941-38, All Commercial Models.....	F R	1 1	RX145D RX1137D	B812XU B812XU
1937-36, All Models.....				
935, All Models.....	F & R	2	RX145D	B812XU
<b>PONTIAC</b>				
1948-42, 6 & 8 Cyl.....	F	1	RX2006D	B1006U
	R	1		
1941-39, 6 & 8 Cyl.....	F & R	2	RX292D	B1001U
1938-35, 6 & 8 Cyl.....	F & R	2	RX286D	B1006U



# JOHNS-MANVILLE BRAKE SHOE EXCHANGE

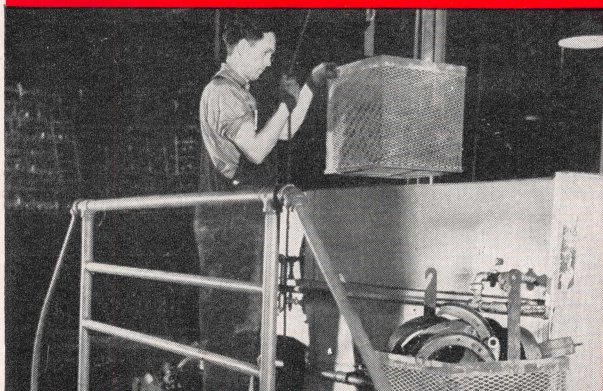
Servicemen who are using the Brake Shoe Exchange Plan offered by Johns-Manville Jobbers find this service has two important advantages. First, it effects a considerable saving in shop time and labor vitally important under manpower shortages and it speeds up completion of the job and its delivery to the car-owner. Ample stocks of relined brake shoes for all the more popular passenger cars and trucks are maintained by your J-M Jobber, which means prompt exchange of shoes at all times.

Second, it relieves the serviceman of all the "head-aches" of turning out a first-class reline job himself. Each set of brake shoes is first thoroughly reconditioned, then relined with the correct Johns-Manville Brake Lining in accordance with J-M factory recommendations—an assurance of complete customer satisfaction with the job. The principal service operations rendered by Jobbers who offer the J-M Brake Shoe Exchange Plan are indicated in the photographs below.

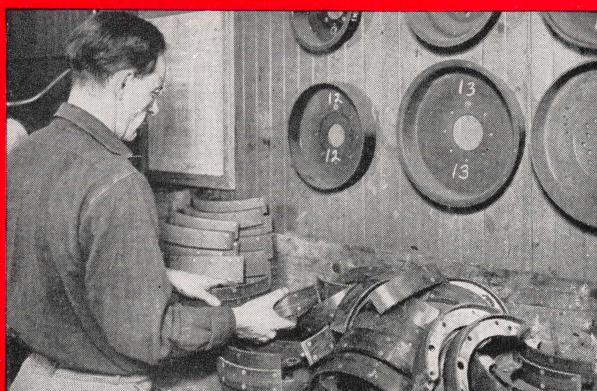
Exchanging your shoes with your Johns-Manville Jobber is a sure way to build up your brake service business by turning out more and better brake reline jobs!



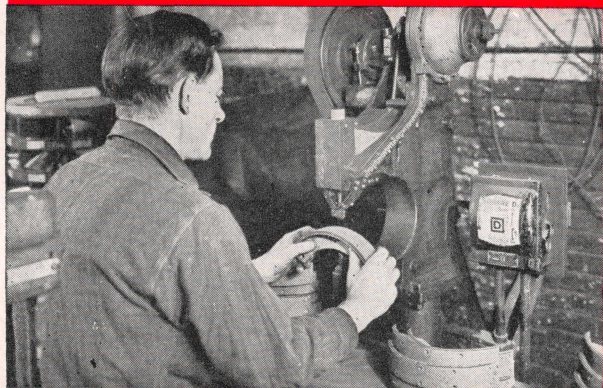
## This is how the Brake Shoes are Reconditioned, Relined and Surface-ground:



**CLEANING**—All dirt, grease, rust, etc. are thoroughly removed from the shoes.



**INSPECTION AND CORRECTION**—The shoes are carefully reconditioned, then spray painted.



**RELINING**—Each set of shoes is carefully relined with the correct Johns-Manville Brake Lining.



**GRINDING**—The reconditioned and relined shoes are surface-ground to insure perfect drum contact.



# JOHNS-MANVILLE FRICTION MATERIALS FOR PASSENGER CARS AND LIGHT TRUCKS

Order Brake Lining by J-M Set Number. Car requires one set unless otherwise indicated.

Unless otherwise specified, the number of clutch facings required is 2 per vehicle.

NAME OF VEHICLE MODEL AND YEAR		BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.				
<b>Buick</b>									
1949-42	40—Special..... 40A—Special..... 40B..... 50—Super.....	286A	F & R	286AD	{ 1057B† or 1057E†				
1949-41	60—Century..... 70—Roadmaster..... 90—Limited.....					2005 295	F & R F & R	2005D or B-19 B-17	{ 1059A or 1059B
1941	40—Special..... 40A—Special..... 40B..... 50—Super.....					286A	F & R	286AD	{ 1007A or 1005A
1940	40—Special..... 50—Super.....								
	60—Century..... 70—Roadmaster.....	2005	F & R	2005D or B-19	1059A 1059A				
	80—Limited..... 90—Limited.....	295	F & R	B-17	1059A 1059A				
1939	40—Special..... 60—Century..... 80—Roadmaster..... 90—Limited.....	286A 296 295	F & R F & R F & R	286AD 296D or B-16A B-17	1008A 1059A 1059A				
1938	60—Century..... 80—Roadmaster..... 90—Limited.....	296 295	F & R F & R	296D or B-16A B-17	1169A 1169A				
1938-37	40—Special.....	286A	F & R	286AD	1057				
1937	60—Century..... 80—Roadmaster..... 90—Limited.....	296 295	F & R F & R	296D or B-16A B-17	1142D 1142D				
1936	36-40..... 36-60..... 36-80..... 36-90.....	286A 296 295	F & R F & R F & R	286AD 296D or B-16A B-17	987 1142D 1142D				
1935 & 1934	40..... 50..... 60..... 90.....	253 627 629 630	F & R F & R F & R F & R	253D 627D 629■ 630■	982 967A 968B 969△				
<b>Cadillac</b>									
1948-41	60—Special..... 61..... 62..... 63..... 67..... 75.....	221 220 221 2004	F R F R	221D 220D 221D FT-2	1072 1072 1072 1072 1173 1173				
1940	V8-60—Special..... V8-62.....	221 220	F R	221D 220D	1173 { 1072 or 1059A				
<b>Cadillac (Continued)</b>									
	V8-72..... V8-75..... V16-90.....	221 2004 223	F R F & R	221D FT-2 223■	{ 1173 or 1169A { 1173 or 1169A 1181 or 1169A				
1939	V8-60—Special..... V8-61..... V8-75..... V16-90.....	221 220 223	F R F & R F & R	221D 220D 223■	1173 1173				
1938	V8-60..... V8-60—Special..... V8-65..... V8-75..... V16-90.....	299 281 299 234 224 273	F R F R F R	B-19 (half) 281D (half) B-19 (half) FT-2 224■ 273■	1169 1169 1169 1169 1169 1170				
1937	V8-60..... V8-65..... V8-70..... V8-75..... V12-85..... V16-90.....	299 281 224 273	F R F R	B-19 (half) 281D (half) 224■ 273■	1142D 1142D 1142D 1142D 1053△				
1936	V8-3660..... V8-3670, 3675..... V12-3680, 3685..... V16-3690.....	281 273 631	F & R F & R F & R	281D 273■ 631■	1142D 1142D 1053△				
1935-34	V8-355D..... V12-370D..... V16-452D.....	631	F & R	631■	946△ 1057A△ 1053△				
<b>Checker Cab</b>									
1948	A2.....	1216	F or R	1216D	{ 1056 or 1056A				
1947-41	A.....	1171	F & R	1171■	1142D				
1940	A (except early models) A (early models).....	1171 1164	F & R F & R	1171■ FT-7 (two)	1142D 1142D				
1939-35	Y.....	1122	F & R	1122■	1142D				
1935-33	T.....	159	F & R	FT-23 (two)	{ 1142D 1142D				

† Models equipped with long clutches take 1057E. Those equipped with Borg & Beck clutches take 1057B.

■ Available on special order. Cut to exact size from heavy duty material. When ordering specify number of pieces required.

△ 4 required.



# JOHNS-MANVILLE FRICTION MATERIALS FOR PASSENGER CARS AND LIGHT TRUCKS

Order Brake Lining by J-M Set Number. Car requires one set unless otherwise indicated.

Unless otherwise specified, the number of clutch facings required is 2 per vehicle.

NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.	NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.
<b>Chevrolet</b>					<b>Chevrolet Truck</b>				
1948-40 All Passenger Cars... 1/2-Ton Commercial... Taxicabs.....	653	F & R	653D ○	909A ● and 909B ●	<b>(Continued)</b>				
1939 All Pass. Cars; Taxis; 1/2-Ton Commercial...	653	F & R	653D ○	994 or 905D	QA—1 1/2 ton 1935.....	644	F	FT-644D	1037C
1938-36 All Pass. Cars; Taxis; 1/2-Ton Commercial...	653	F & R	653D ○	905D	QB—1 1/2 ton 1935.....	645	R	FT-645D	1037C
1935 EA—Master Six..... EB—1/2-Ton Com- mercial.....	627	F & R	627D	905D	QC—1 1/2 ton 1935.....	646	IHR	646 ■	1037C
EC—Standard Six.....	643	F & R	643D	905D	QD—1 1/2 ton 1935.....	646	IHR	646 ■	1037C
1934 DA—Master Six..... DB—1/2-Ton Com- mercial.....	627	F & R	627D	905D	RA—1 1/2 ton 1936 (early)...	644	F	FT-644D	1037D
DC—Standard Six.....	633	F & R	633D	905A	RB—1 1/2 ton 1936 (early)...	645	R	FT-645D	1037D
1933 CA—Master Six Eagle 1/2-Ton Truck.....	614	F & R	614D	905A	RC—1 1/2 ton 1936 (early)...	646	IHR	646 ■	1037D
CC—Standard Six Mercury.....	520	F & R	520D	905A	RD—1 1/2 ton 1936 (early)...	646	IHR	646 ■	1037D
1932 BA—Confederate... BB—1/2-Ton Truck (Pass. Ch.).....	548 549	F & R IHR	548D 549 ■	905A 905A	RA—1 1/2 ton 1936 (late)....	644	F	FT-644D	1037D
<b>Chevrolet Truck</b>					RB—1 1/2 ton 1936 (late)....	654	R	FT-654D	1037D
AL—3/4 ton 1941.....	653	F or R	FT-653D	1064	RC—1 1/2 ton 1936 (late)....	654	R	FT-654D	1037D
AM—3/4 ton 1941 (special)...	653 644	F R	FT-653D FT-644D	1064	RD—1 1/2 ton 1936 (late)....	654	R	FT-654D	1037D
AN—1 ton 1941.....	653 644	F R	FT-653D FT-644D	1064	SA—1 1/2 ton 1937.....	644	F	FT-644D	1037D
BL—3/4 ton 1942.....	653	F or R	FT-653D	1064	SB—1 1/2 ton 1937.....	654	R	FT-654D	1037D
BM—3/4 ton 1942.....	653 644	F R	FT-653D FT-644D	1064	SC—1 1/2 ton 1937.....	644	F	FT-644D	1037D
GD—3/4 ton 1937.....	653	F or R	FT-653D	1037D	SD—1 1/2 ton 1937.....	654	R	FT-654D	1037D
GE—1 ton 1937.....	653 644	F R	FT-653D FT-644D	1037D	TA—1 1/2 ton 1938.....	644	F	FT-644D	1035A
HD—3/4 ton 1938.....	653	F or R	FT-653D	1035A	TB—1 1/2 ton 1938.....	654	R	FT-654D	1035A
HE—1 ton 1938.....	653 644	F R	FT-653D FT-644D	1035A	TC—1 1/2 ton 1938.....	644	F	FT-644D	1035A
JD—3/4 ton 1939.....	653	F or R	FT-653D	1035A	TD—1 1/2 ton 1938.....	654	R	FT-654D	1035A
JE—3/4 ton 1939 (special)...	653 644	F R	FT-653D FT-644D	1035A	VA—1 ton 1939...	644	F	FT-644D	1035A
KD—3/4 ton 1940.....	653	F or R	FT-653D	1064	1 1/2 ton (conv'l) 1939...	654	R	FT-654D	1035A
KE—3/4 ton 1940 (special)...	653 644	F R	FT-653D FT-644D	1064	VB—1 1/2 ton (conv'l) 1939...	644	F	FT-644D	1035A
MR (conv'l.) 1942.....	644	F	FT-644D	1064	VC—1 1/2 ton (conv'l) 1939...	654	R	FT-654D	1035A
MS (conv'l.) 1942.....	654	R	FT-654D	1064	VD—1 1/2 ton (conv'l) 1939...	644	F	FT-644D	1035A
MU (c.o.e.) 1942.....	654	R	FT-654D	1064	VF—1 1/2 ton (c.o.e.) 1939...	654	R	FT-654D	1035A
MV (c.o.e.) 1942.....	654	R	FT-654D	1064	VG—1 1/2 ton (c.o.e.) 1939...	644	F	FT-644D	1035A
MW (c.o.e.) 1942.....	654	R	FT-654D	1064	VH—1 1/2 ton (c.o.e.) 1939...	654	R	FT-654D	1035A
MY (conv'l.) 1942.....	654	R	FT-654D	1064	VM—1 1/2 ton (c.o.e.) 1939...	644	F	FT-644D	1035A
	654	R	FT-654D	1064	VN—1 1/2 ton (c.o.e.) 1939...	654	R	FT-654D	1035A
	654	R	FT-654D	1064	WA—1 ton 1940...	644	F	FT-644-D	1064
	654	R	FT-654D	1064	1 1/2 ton (conv'l) 1940...	654	R	FT-654-D	1064
	654	R	FT-654D	1064	WB—1 1/2 ton (conv'l) 1940...	644	F	FT-644-D	1064
	654	R	FT-654D	1064	WD—1 1/2 ton (c.o.e.) 1940...	654	R	FT-654-D	1064
	654	R	FT-654D	1064	WE—1 1/2 ton (c.o.e.) 1940...	644	F	FT-644-D	1064
	654	R	FT-654D	1064	WF—1 1/2 ton (c.o.e.) 1940...	654	R	FT-654-D	1064
	654	R	FT-654D	1064	YP 1941-42	644	F	FT-644-D	1064
	654	R	FT-654D	1064	YQ (4103 & 4112) 1941-42	654	R	FT-654-D	1064
	654	R	FT-654D	1064	YR—1 1/2 ton (conv'l) 1941...	644	F	FT-644-D	1064
	654	R	FT-654D	1064	YS—1 1/2 ton (conv'l) 1941...	654	R	FT-654-D	1064
	654	R	FT-654D	1064	YU—1 1/2 ton (c.o.e.) 1941...	644	F	FT-644-D	1064
	654	R	FT-654D	1064	YV—1 1/2 ton (c.o.e.) 1941...	654	R	FT-654-D	1064
	654	R	FT-654D	1064	YW—1 1/2 ton (c.o.e.) 1941...	644	F	FT-644-D	1064
	654	R	FT-654D	1064	3/4 ton (Special) 1942...	653 644	F R	FT-653D FT-644D	1064
	654	R	FT-654D	1064	3/4 ton 1946...	653 1014A	F R	FT-653D FT-1014AD	1064
	654	R	FT-654D	1064	3600 Series (3/4 ton) 1947.....	653	F	FT-653D	1064
	654	R	FT-654D	1064	1948 (Opt'l) 1948.....	1014A	R	FT-1014AD	1064
	654	R	FT-654D	1064	1948.....	653 □ 1014 □	F R	FT-653D FT-1014D	1064
	654	R	FT-654D	1064	3742 Series (3/4 ton) 1948.....	1014	F or R	FT-1014D	1064
	654	R	FT-654D	1064	1 ton 1946...	1014A 1210	F R	FT-1014AD FT-1210D	1064

○ FT-653D (Fleet-Tested Material) available for heavy duty and commercial service. 2 FT sets required per vehicle.

● Use Borg & Beck clutches.

■ Available on special order. Cut to exact size from heavy duty material. When ordering specify number of pieces required.

□ Bonded lining. No rivets.



# JOHNS-MANVILLE FRICTION MATERIALS FOR PASSENGER CARS AND LIGHT TRUCKS

Order Brake Lining by J-M Set Number. Car requires one set unless otherwise indicated.

Unless otherwise specified, the number of clutch facings required is 2 per vehicle.

NAME OF VEHICLE MODEL AND YEAR		BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.
<b>Chevrolet Truck</b> (Continued)					
<b>3800 Series</b> (1 ton)	1947..... 1947 (Opt'l)	1014A 1210	F R	<b>FT-1014AD</b> <b>FT-1210D</b>	1064
	1948.....	1014 1210	F R	<b>FT-1014D</b> <b>FT-1210D</b>	1064
<b>3942 Series</b> (1 ton)	1948.....	1014 1210	F R	<b>FT-1014D</b> <b>FT-1210D</b>	1064
<b>1½ ton (conv'l)</b>	1946.....	644	F	<b>FT-644D</b>	1064
<b>1½ ton (c.o.e.)</b>	1946.....	655	R	<b>FT-654D</b>	
<b>4100 Series</b> (1½ ton)	1947-48....	644	F	<b>FT-644D</b> <b>FT-7</b>	1064
<b>4400 Series</b> (1½ ton)	1947-48....				
<b>4502 Series</b> (School Bus Chassis)	1947-48....				
<b>5000 Series</b> (2 ton)	1947-48....	654	R	<b>FT-654D</b>	
<b>6000 Series</b> (2 ton)	1947-48....				
<b>Chrysler</b>					
1948-46	C-40—Crown Imperial C-39—New Yorker... Saratoga... Town&Country C-38—Eight..... C-38—Town&Country	1105A 1179	F R	<b>1105-79AD</b>	1008A†
1948-46	C-38—(Six) Royal.... Windsor.....	192A 1161A	F R	<b>192-61AD</b>	1008A†
1942	C-37—Crown Imperial C-36—New Yorker... C-36—Saratoga..... C-34—Chrysler Six (7-Pass.).....	1105A 1179	F R	<b>1105-79AD</b>	1057B 1057B 1057B 1008A or 993A
	C-34—Royal..... C-34—Windsor.....	1162	F & R	<b>1162D</b> or <b>L-1A</b>	1008A or 993A
1941	C-28—Royal..... C-28—Windsor.....  C-30—New Yorker... C-30—Saratoga..... C-33—Crown Imperial	1162  1105A	F & R  F & R	<b>1162D</b> or <b>L-1A</b>  <b>1105-79AD</b>	1008A or 993A  1057B 1057B 1057B
1940	C-25—Royal..... C-25—Windsor.....  C-26—New Yorker... C-26—Saratoga..... C-26—Traveler..... C-27—Crown Imperial	1162  1105A	F & R  F & R	<b>1162D</b> or <b>L-1A</b>  <b>1105-79AD</b>	1008A 1008A  1169A or 1057B 1057B
1939	C-22—Royal Six..... C-22—Taxi.....  C-23—Imperial Eight. C-23—Taxi.....  C-24—Custom Imperial Eight.....	1162  1105  1163	F & R  F & R  F & R	<b>1162D</b> or <b>L-1A</b>  <b>1105D</b>  <b>FT-9</b> (two)	1008A 1169A  1169A 1169A  1057B
<b>Chrysler (Continued)</b>					
1938	C-18—Royal Six.....  C-19—Imperial Eight..  C-20—Custom Imperial Eight.....	192  1105 1163	F & R  F & R F & R	<b>FT-192D</b> (two) or <b>L-1A</b>  <b>1105D</b>  <b>FT-9</b> (two)	1057B  1169A 1169A
1937	C-14—Imperial Eight..  C-15—Custom Imperial Eight.....  C-16—Royal Six.....  C-17—Airflow Eight...	192  193  145 1137 193	F & R  F & R F R F & R	<b>FT-192D</b> (two) or <b>L1-A</b>  <b>145-37D</b>  <b>L-4</b>	1057B  1153A  1057B 1153A
1936	C-7—Six.....  C-8—Deluxe Eight...  C-9—Airflow Eight... C-10—Imperial Airflow Eight.....	192  193	F & R  F & R	<b>FT-192D</b> (two) or <b>L-1A</b>  <b>L-4</b>	953E 953E 1153A 1153A
1935	C-1, C-2, C-3—Eights..  C-6—Six.....  CZ—Eight.....	193 145 192	F & R F & R F & R	<b>L-4</b>  <b>145D</b>  <b>FT-192D</b> (two) or <b>L-1A</b>	1163 981 981
1935-34	CW—Imperial Custom Eight.....	194	F & R	<b>FT-11</b> (two)	1235
<b>Crosley</b>					
1948	CC.....	6019	F or R	<b>6019</b> ●	{ S637△ S638 }
1947	Sedan.....	6019	F or R	<b>6019</b>	
1948-46	Sedan, Convertible Station Wagon, Utility, Pickup, Panel Delivery	6023	F or R	<b>6023</b>	{ S637 S638 }
<b>Crosley Truck</b>					
All	1939-40.....	692	F or R	<b>692</b> ■	S637-8△
All	1941 (Early).....				
All	1941 (Late).....	6019	F or R	<b>6019</b>	S637-8△
All	1942.....				
<b>De Soto</b>					
1948-46	S-11 (5 pass.).....	192A 1161A	F R	<b>192-61AD</b>	1008A†
1948-46	S-11 (7 pass. & Suburban).....	1105A 1179	F R	<b>1105-79AD</b>	1008A†
1947-42	S-10—Taxicab (7 pass.).....	1014 1012	F R	<b>FT-1014D</b> <b>1012D</b>	1169A
1942	S-10.....	1012	F & R	<b>1012D</b>	1008A†
	S-10—Custom.....	1105A 1179	F R	<b>1105-79AD</b>	1008A†

□ Bonded lining. No rivets.

△ 4 required.

● Some 1948 ½ ton models use bonded lining.

■ Available on special order. Cut to exact size from Heavy Duty Material. When ordering specify number of pieces required.

† Use 993 for vehicles equipped with "Fluid Drive".



# JOHNS-MANVILLE FRICTION MATERIALS FOR PASSENGER CARS AND LIGHT TRUCKS

Order Brake Lining by J-M Set Number. Car requires one set unless otherwise indicated.

Unless otherwise specified, the number of clutch facings required is 2 per vehicle.

NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.	NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.
<b>De Soto (Continued)</b>					<b>Dodge (Continued)</b>				
1942-41 S-10—Deluxe.....	1162	F & R	<b>1162D or L-1A</b>	1008A†	1939 D-11—Special.....	1162	F & R	<b>1162D ○ or L-1A</b>	1008A
1941 S-8—Custom.....	1162	F & R	<b>1162D or L-1A</b>	1008A†	1939-38 Taxicab (some)†.....	1147	F & R	<b>L-4</b>	1169A
S-8—Deluxe.....				1008A†	Taxicab (some).....	1162	F & R	<b>1162D or L-1A</b>	1057B
Taxicab.....	1147	F & R	<b>L-4</b>	1169A	1937 D-5.....	145	F		1057B
1940 S-7—Custom.....	1162	F & R	<b>1162D or L-1A</b>	1008A	1936 D-2 (some).....	1137	R	<b>145-37D</b>	953C
S-7—Deluxe.....				1008A	D-2 (some).....	145	F & R	<b>145D</b>	981
Taxicab.....	1147	F & R	<b>L-4</b>	1169A	1935 DU—Six.....	195	F & R	<b>195D</b>	953C
1939 S-6—Custom.....	1162	F & R	<b>1162D or L-1A</b>	1008A	DR—Six.....	174	F & R	<b>174</b>	981
S-6—Deluxe.....				1008A	DS—Six.....	179	F & R	<b>179D</b>	929D
1939-38 Taxicab.....	1147	F & R	<b>L-4</b>	1169A	DO—Eight.....				955A
1938 S-5.....	1162	F & R	<b>1162D or L-1A</b>	1057B	DP—Six.....				
1937 S-3.....	145 1137	F R	<b>145-37D</b>	1057B	<b>Dodge Truck</b>				
1937-36 S-1 Taxicab.....	1155	F & R	<b>FT-1155 (two)</b>	953E	<b>B1B (½ ton)</b> 1948.....	145□ 192□	F R	<b>145D FT-192D</b>	1057B
1936 S-1—Deluxe Air- stream (some).....	145 1137	F R	<b>145-37D</b>	953E	<b>B1C (¾ ton)</b> 1948.....	192	F or R	<b>FT-192D</b>	1057B
S-1—Deluxe Air- stream (some).....	145	F & R	<b>145D</b>	953E	(¾ ton) 1948.....	192□	F or R	<b>FT-192D</b>	1057
S-1—Custom Air- stream.....	192	F & R	<b>FT-192D (two) or L-1A</b>	953E 953E	<b>B1D (1 ton)</b> 1948.....	192□ 1224	F R	<b>FT-192D FT-1224D</b>	1057B
S-2—Airflow.....					<b>B1F (1½ ton)</b> 1948.....				
1935 SF.....	145	F & R	<b>145D</b>	981	<b>B1FA (1½ ton)</b> 1948.....	1224	F	<b>FT-1224D</b>	1057C
SG.....	192	F & R	<b>FT-192D (two) or L-1A</b>	981	<b>B1FM (1½ ton)</b> 1948.....	1223	R	<b>FT-1223D</b>	1074
					<b>B1FMA (1½ ton)</b> 1948.....				
					<b>B1FS (1½ ton)</b> 1948.....				
					<b>B1H (1½ ton)</b> 1948.....	1224	F	<b>FT-1224D</b>	1163
					<b>B1HA (1½ ton)</b> 1948.....	1223	R	<b>FT-1223D</b>	
					<b>B1HM (1½ ton)</b> 1948.....				
					<b>B1HMA (1½ ton)</b> 1948.....				
					<b>B1J (2 ton)</b> 1948.....	1127	F	<b>FT-1127D</b>	1163
					<b>B1JA (2 ton)</b> 1948.....	1223	R	<b>FT-1223D</b>	
					<b>B1JM (2 ton)</b> 1948.....				
					<b>B1JMA (2 ton)</b> 1948.....				
					<b>B1KA (2 ton)</b> 1948.....				
					<b>B1KMA (2ton)</b> 1948.....				
					<b>B1PW (1 ton)</b> 1948.....	1125	F or R	<b>FT-1125D</b>	1057B
					<b>B1R (2½ ton)</b> 1948.....	1127	F	<b>FT-1127D</b>	1161A
					<b>B1RA (2½ ton)</b> 1948.....	4446	R	<b>FT-4446D</b>	
					<b>B1T (3 ton)</b> 1948.....	1127	F	<b>FT-1127D</b>	1233B
					<b>B1TA (3 ton)</b> 1948.....	4481	R	<b>FT-4481D</b>	
					<b>B1V (3 ton)</b> 1948.....	1127	F	<b>FT-1127D</b>	1233B
					<b>B1VA (3 ton)</b> 1948.....	4138	R	<b>FT-4138D</b>	
					<b>DTT</b> 1939-42.....	1187	F	<b>FT-1187D</b>	1233B
						1128	R	<b>FT-1128D</b>	
					<b>Fargo 95</b> 1932-35.....	246 245	F R	<b>FT-246 FT-245</b>	1220C
					<b>Fargo Command</b> 1941.....	1125	F or R	<b>FT-1125</b>	1057B

□ Bonded lining. No rivets.

○ FT-653D (Fleet-Tested Material) available for heavy duty and commercial service. 2 FT sets required per vehicle.

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† Use 993 for vehicles equipped with "Fluid Drive".



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Order Brake Lining by J-M Set Number. Car requires one set unless otherwise indicated.

Unless otherwise specified, the number of clutch facings required is 2 per vehicle.

NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.	NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.
<b>Dodge Truck</b> (Continued)					<b>Dodge Truck</b> (Continued)				
<b>FD4</b> 1936-37.....	1124 1127	F R	<b>FT-1186D</b> <b>FT-1127D</b>	953C 981	<b>K47V</b> 1935.....	1126 1127	F R	<b>FT-1126</b> <b>FT-1127D</b>	1163
<b>FE</b> 1936-37.....	1126 1127	F R	<b>FT-1126</b> <b>FT-1127D</b>	1163	<b>K48</b> 1934-35.....	105 107	F R	<b>105</b> ■ <b>FT-3</b>	1163
<b>G80 (4 ton)</b> 1932-35.....	246 245	F R	<b>FT-246</b> <b>FT-245</b>	1220C	<b>K48V</b> 1935.....	1126 1127	F R	<b>FT-1126</b> <b>FT-1127D</b>	1163
<b>G81 (4 ton)</b> 1933-35.....				1220C	<b>K50V</b> 1936-37.....	1126	F	<b>FT-1126</b>	1220C
<b>G82 (4 ton)</b> 1933-35.....				1220C	<b>K51V</b> 1936-37.....	1128	R	<b>FT-1128D</b>	1220C
<b>G83 (4 ton)</b> 1933-35.....				1220C	<b>K52</b> 1935 (Special).....	120 110 MS559	F R H	<b>FT-120D</b> <b>FT-14</b> <b>MS-559</b>	1220A
<b>JLD</b> 1939-42.....	1187 1128	F R	<b>FT-1187D</b> <b>FT-1128D</b>	1233B	<b>K52V</b> 1936-37.....	1126	F	<b>FT-1126</b>	1220C
<b>K22</b> 1934-35.....	105 107	F R	<b>105</b> ■ <b>FT-3</b>	1163	<b>K53V</b> 1936-37.....	1128	R	<b>FT-1128D</b>	1220C
<b>K32</b> 1934-35.....	101 105	F R	<b>101</b> ■ <b>105</b> ■	953C 981 (One of each required for Models K30, K31, and K32)	<b>K60V</b> 1935-37.....	1126 1128	F R	<b>FT-1126</b> <b>FT-1128D</b>	1220C
<b>K32V</b> 1935.....	1124 1127	F R	<b>FT-1186D</b> <b>FT-1127D</b>	953C 981	<b>K61V</b> 1935-37.....				1220C
<b>K33</b> 1934-35.....	101 105	F R	<b>101</b> ■ <b>105</b> ■	953C 981	<b>K62V</b> 1935-37.....				1220C
<b>K33V</b> 1935.....	1124 1127	F R	<b>FT-1186D</b> <b>FT-1127D</b>	953C 981	<b>K63V</b> 1935-37.....				1220C
<b>K34</b> 1934-35.....	101 105	F R	<b>101</b> ■ <b>105</b> ■	953C 981	<b>KC (½ ton)</b> 1935.....	145	F or R	<b>FT-145D</b>	985
<b>K34V</b> 1935.....	1124 1127	F R	<b>FT-1186D</b> <b>FT-1127D</b>	953C 981	<b>KCL (½ ton)</b> 1935.....	145	F or R	<b>FT-145D</b>	985
<b>K35 (2 ton)</b> 1934-35.....	105	F	<b>105</b> ■	1163	<b>KD30</b> 1934-35.....	101 105	F R	<b>101</b> ■ <b>105</b> ■	953C 981
<b>K36</b> 1935.....	107	R	<b>FT-3</b>	1163	<b>KD32</b> 1934-35.....				
<b>K36V</b> 1936.....	1126 1127	F R	<b>FT-1126</b> <b>FT-1127D</b>	1163	<b>KH15</b> 1934-35.....				
<b>K45</b> 1934-35.....	105 107	F R	<b>105</b> ■ <b>FT-3</b>	1163	<b>KH20</b> 1934-35.....				
<b>K45V</b> 1935.....	1126 1127	F R	<b>FT-1126</b> <b>FT-1127D</b>	1163	<b>KH30</b> 1934-35.....				
<b>K46</b> 1934-35.....	105 107	F R	<b>105</b> ■ <b>FT-3</b>	1163	<b>KH31</b> 1934-35.....				
<b>K46V</b> 1935.....	1126 1127	F R	<b>FT-1126</b> <b>FT-1127D</b>	1163	<b>KH31V</b> 1935.....	1124 1125	F R	<b>FT-1186D</b> <b>FT-1125D</b>	953C 981
<b>K47</b> 1934-35.....	105 107	F R	<b>105</b> ■ <b>FT-3</b>	1163	<b>KH32</b> 1934-35.....	101 105	F R	<b>101</b> ■ <b>105</b> ■	953C 981
					<b>KH32V</b> 1935.....	1124 1125	F R	<b>FT-1186D</b> <b>FT-1125D</b>	953C 981
					<b>KH33</b> 1934-35.....	101 105	F R	<b>101</b> ■ <b>105</b> ■	953C 981
					<b>KH33V</b> 1935.....	1124 1125	F R	<b>FT-1186D</b> <b>FT-1125D</b>	953C 981
					<b>KS32</b> 1934-35.....	101	F	<b>101</b> ■	953C
					<b>KT42</b> 1934-35.....	105	R	<b>105</b> ■	981 953C 981
					<b>LC</b> 1936.....	145	F or R	<b>FT-145D</b>	985
					<b>LD</b> 1939-42.....	1187 1128	F R	<b>FT-1187D</b> <b>FT-1128D</b>	1233B

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Order Brake Lining by J-M Set Number. Car requires one set unless otherwise indicated.

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NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.	NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.	
<b>Dodge Truck</b> (Continued)					<b>Dodge Truck</b> (Continued)					
<b>LD35</b> 1936.....	1124 1125	F R	<b>FT-1186D</b> <b>FT-1125D</b>	{ 953C 981	<b>RF</b> 1938.....	1124 1127	F R	<b>FT-1186D</b> <b>FT-1127D</b>	{ 953C 981	
<b>LE15</b> 1936..... <b>LE16</b> 1936..... <b>LE17</b> 1936..... <b>LE20</b> 1936..... <b>LE21</b> 1936..... <b>LE22</b> 1936..... <b>LE30</b> 1936..... <b>LE31</b> 1936..... <b>LE32</b> 1936.....	1124 1125	F R	<b>FT-1186D</b> <b>FT-1125D</b>		{ 953C 981	<b>RG</b> 1938..... <b>RH</b> 1938.....	1126 1127	F R		<b>FT-1126</b> <b>FT-1127D</b>
<b>LF28</b> 1936..... <b>LF35</b> 1936..... <b>LF36</b> 1936..... <b>LF37</b> 1936..... <b>LF38</b> 1936.....				1124 1127		F R			<b>FT-1186D</b> <b>FT-1127D</b>	
<b>LG40</b> 1936..... <b>LG41</b> 1936..... <b>LG42</b> 1936..... <b>LG43</b> 1936..... <b>LH29</b> 1936..... <b>LH45</b> 1936..... <b>LH46</b> 1936..... <b>LH47</b> 1936..... <b>LH48</b> 1936.....	1126 1127	F R	<b>FT-1126</b> <b>FT-1127D</b>		{ 1163 1163 1163 1163 1163 1163 1163 1163 1163		<b>RXC</b> 1938.....	145 1137		F R
<b>LHD30</b> 1936.....				1124 1127		F R	<b>FT-1186D</b> <b>FT-1127D</b>	{ 953C 981	<b>RXD</b> 1938.....	192 193
<b>LS35</b> 1936.....	1126 1127	F R	<b>FT-1126</b> <b>FT-1127D</b>	1163	<b>RXE</b> 1938.....	1124 1125	F R	<b>FT-1186D</b> <b>FT-1125D</b>	{ 953C 981	
<b>LT35</b> 1936.....	1124 1127	F R	<b>FT-1186D</b> <b>FT-1127D</b>	{ 953C 981	<b>RXF</b> 1938.....	1124 1127	F R	<b>FT-1186D</b> <b>FT-1127D</b>	{ 953C 981	
<b>MC</b> 1937.....	145 1137	F R	<b>FT-145D</b> <b>FT-1137D</b>	1057B	<b>Stop-Go Milk Truck</b> 1936-37.....		1124 1125	F R	<b>FT-1186D</b> <b>FT-1125D</b>	{ 953C 981
<b>MD</b> 1937.....	192 193	F R	<b>FT-192D</b> <b>193</b> ⊗	1057B	<b>TC</b> 1939.....	145 1137	F R	<b>FT-145D</b> <b>FT-1137D</b>	1057B	
<b>ME</b> 1937.....	1124 1125	F R	<b>FT-1186D</b> <b>FT-1125D</b>	{ 953C 981	<b>TD15</b> 1939.....	145 1162	F R	<b>FT-145D</b> <b>FT-1162D</b>	1057B	
<b>MF</b> 1937.....	1124 1127	F R	<b>FT-1186D</b> <b>FT-1127D</b>	{ 953C 981	<b>TD20</b> 1939..... <b>TD21</b> 1939.....	192 1125	F R	<b>FT-192D</b> <b>FT-1125D</b>	1057B 1057B	
<b>MG</b> 1937..... <b>MH</b> 1937.....	1126 1127	F R	<b>FT-1126</b> <b>FT-1127D</b>	1163 1163	<b>TE</b> 1939.....					1124 1125
<b>MK60</b> 1937..... <b>MK62</b> 1937..... <b>ML50</b> 1937.....	1126 1128	F R	<b>FT-1126</b> <b>FT-1128D</b>	1220C 1220C 1220C	<b>TF</b> 1939.....	1124 1127	F R	<b>FT-1186D</b> <b>FT-1127D</b>	{ 953C 981	
<b>MN</b> 1937.....	1126 1127	F R	<b>FT-1126</b> <b>FT-1127D</b>	1163	<b>TG</b> 1939..... <b>TH</b> 1939.....	1126 1127	F R	<b>FT-1126</b> <b>FT-1127D</b>	1163 1163	
<b>RC</b> 1938.....	145 1137	F R	<b>FT-145D</b> <b>FT-1137D</b>	1057B	<b>TK</b> 1939.....  1939-42.....	1126 1128 1187 1128	F R F R	<b>FT-1126</b> <b>FT-1128D</b> <b>FT-1187D</b> <b>FT-1128D</b>	1233B  1233B	
<b>RD</b> 1938.....	192 193	F R	<b>FT-192D</b> <b>Coil Stock</b>	1057B	<b>TKD</b> 1939..... <b>TL</b> 1939..... <b>TLD</b> 1939.....	1126 1128	F R	<b>FT-1126</b> <b>FT-1128D</b>	1233B 1233B 1233B	
<b>RE</b> 1938.....	1124 1125	F R	<b>FT-1186D</b> <b>FT-1125D</b>	{ 953C 981	<b>T234</b> 1941.....	1187 1128	F R	<b>FT-1187D</b> <b>FT-1128D</b>	{ 1233B	
					<b>VC</b> 1940.....	145 1137	F R	<b>FT-145D</b> <b>FT-1137D</b>	1057B	
					<b>VD15</b> 1940.....	145 1162	F R	<b>FT-145D</b> <b>FT-1162D</b>	1057B	

⊗ Formerly 253-DG.

■ Available on special order. Cut to exact size from heavy duty material. When ordering specify number of pieces required.



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NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.	NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.
<b>Dodge Truck (Continued)</b>					<b>Dodge Truck (Continued)</b>				
<b>VD20</b> 1940.....	192	F	<b>FT-192D</b>	1057B	<b>WFM</b> 1941.....	1186	F	<b>FT-1186D</b>	953C-981
<b>VD21</b> 1940.....	1125	R	<b>FT-1125D</b>	1057B	1942 (to Serial No. 8297430)....	1127	R	<b>FT-1127D</b>	1057C-1074
<b>VF</b> 1940 (Before Serial No. 8778113).....	1124 1127	F R	<b>FT-1186D</b> <b>FT-1127D</b>	953C 981	1942 (from Serial No. 8297431)....	1125 1127	F R	<b>FT-1125D</b> <b>FT-1127D</b>	1057-C 1074
1940 (Begin Serial No. 8778113).....	1186 1127	F R	<b>FT-1186D</b> <b>FT-1127D</b>	953C 981	<b>WFM38</b> 1944.....	1125 1127	F R	<b>FT-1125D</b> <b>FT-1127D</b>	1163
<b>VG</b> 1940.....	1126 1127	F R	<b>FT-1126</b> <b>FT-1127D</b>	1163	<b>WFMA</b> 1943.....	1125 1127	F R	<b>FT-1125D</b> <b>FT-1127D</b>	1057C-1074
1940.....	1187 1127	F R	<b>FT-1187D</b> <b>FT-1127D</b>	1163	1946-47.....	1127	F or R	<b>FT-1127D</b>	1163
<b>VH</b> 1940 (Before Serial No. 8955195).....	1126 1127	F R	<b>FT-1126</b> <b>FT-1127D</b>	1163	<b>WC</b> 1941-42.....	1187 1127	F R	<b>FT-1187D</b> <b>FT-1127D</b>	1163
1940 (Begin Serial No. 8955195).....	1187 1127	F R	<b>FT-1187D</b> <b>FT-1127D</b>	1163	1946-47.....	1127	F or R	<b>FT-1127D</b>	1163
<b>VK</b> 1940.....	1187	F	<b>FT-1187D</b>	1233B	<b>WCA</b> 1943.....	1187 1127	F R	<b>FT-1187D</b> <b>FT-1127D</b>	1163
<b>VKD</b> 1939-42.....	1187	F	<b>FT-1187D</b>	1233B	1946-47.....	1127	F or R	<b>FT-1127D</b>	1163
<b>VL</b> 1940.....	1128	R	<b>FT-1128D</b>	1233B	<b>WCM</b> 1941-42.....	1187 1127	F R	<b>FT-1187D</b> <b>FT-1127D</b>	1163
<b>VLD</b> 1940.....	1128	R	<b>FT-1128D</b>	1233B	1946-47.....	1127	F or R	<b>FT-1127D</b>	1163
<b>VM</b> 1940 (Before Serial No. 8293866).....	1124 1127	F R	<b>FT-1186D</b> <b>FT-1127D</b>	953C 981	<b>WCMA</b> 1943.....	1187 1127	F R	<b>FT-1187D</b> <b>FT-1127D</b>	1163
1940 (Begin Serial No. 8293866).....	1186 1127	F R	<b>FT-1186D</b> <b>FT-1127D</b>	953C 981	1946-47.....	1127	F or R	<b>FT-1127D</b>	1163
<b>VR</b> 1940.....	1187	F	<b>FT-1187D</b>	1163	<b>WH</b> 1941-42.....	1187 1127	F R	<b>FT-1187D</b> <b>FT-1127D</b>	1163
<b>VS</b> 1940.....	1127	R	<b>FT-1127D</b>		1946-47.....	1127	F or R	<b>FT-1127D</b>	1163
<b>WC</b> 1941-42.....	145 1137	F R	<b>FT-145D</b> <b>FT-1137D</b>	1057B	<b>WHA</b> 1941-43.....	1187 1127	F R	<b>FT-1187D</b> <b>FT-1127D</b>	1163
1946-47.....	145† 192†	F R	<b>FT-145D</b> * <b>FT-192D</b> *	1057B	1946 ± 1946-47.....	1127	F or R	<b>FT-1127D</b>	1163
<b>WD15</b> 1941-43.....	145 1162	F R	<b>FT-145D</b> <b>FT-1162D</b>	1057B	<b>WHA25</b> 1941.....	1187 1127	F R	<b>FT-1187D</b> <b>FT-1127D</b>	1163
1946-47.....	192	F or R	<b>FT-192D</b>	1057B	<b>WHA45</b> 1944.....	1127	F	<b>FT-1127D</b>	1163
<b>WD20</b> 1941-43, 1946-47.....	192	F	<b>FT-192D</b>	1057B	<b>WHA47</b> 1944.....	170A	R	<b>FT-170AD</b>	
<b>WD21</b> 1941-43, 1946-47.....	1125	R	<b>FT-1125D</b>		<b>WHAX</b> 1947-46.....	1127 170A	F R	<b>FT-1127D</b> <b>FT-170AD</b>	1163
<b>WDX</b> 1946.....	1125	F or R	<b>FT-1125D</b>	1057B	(Eaton No. 16500)....				
<b>WF</b> 1941.....	1186	F	<b>FT-1186D</b>	953C-981	<b>WHM</b> 1941-42.....	1187 1127	F R	<b>FT-1187D</b> <b>FT-1127D</b>	1163
1942 (to Serial No. 81333669)....	1127	R	<b>FT-1127D</b>	1057C-1074	1946-47.....	1127	F or R	<b>FT-1127D</b>	1163
1942 (after Serial No. 81333670)....	1125 1127	F R	<b>FT-1125D</b> <b>FT-1127D</b>	1057C-1074	<b>WHMA</b> 1943.....	1187 1127	F R	<b>FT-1187D</b> <b>FT-1127D</b>	1163
1946-47.....					1946 ± 1946-47.....	1127	F or R	<b>FT-1127D</b>	1163
<b>WF31</b> 1944.....	1125	F	<b>FT-1125D</b>	1163	<b>WHMAX</b> 1946-47.....	1127 170A	F R	<b>FT-1127D</b> <b>FT-170AD</b>	1163
<b>WF32</b> 1944.....	1127	R	<b>FT-1127D</b>		(Eaton No. 16500)....				
<b>WFA</b> 1943.....	1125	F	<b>FT-1125D</b>	1057C-1074					
1946-47.....	1127	R	<b>FT-1127D</b>						
<b>WFA31</b> 1944.....	1125 1127	F R	<b>FT-1125D</b> <b>FT-1127D</b>	1163					

\* Bonded to discs. No rivets used.

± If vehicle has Eaton axle No. 16050, Use FT-170AD on rear. Other specifications are same as indicated above.

† Use 993 for vehicles equipped with "Fluid Drive".



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<b>Dodge Truck</b> (Continued)					<b>Ford</b> (Continued)				
<b>WJ</b> 1946-47.....	1127(O) 4446 (DP)	F R	<b>FT-1127D</b> <b>FT-4446D</b>	1161A	1948-46 All Pass. Cars.....	1167	F & R	<b>1167D</b>	1005A 902A
1946-47.....	659(A) 4326 (A)	F R	<b>FT-659D</b> <b>4326D</b> (Tapered)	1161A	1942 All Pass. Cars.....				
<b>WJA</b> 1946-47.....	1127(O) 4446 (DP)	F R	<b>FT-1127D</b> <b>FT-4446D</b>	1161A	1941 All Pass. Cars.....	1167	F & R	<b>1167D</b>	902A or 955B
1946-47.....	659(A) 4326(A)	F R	<b>FT-659D</b> <b>4326D</b> (Tapered)	1161A	1940 All Pass. Cars.....	1167	F & R	<b>1167D</b>	955B
<b>WK</b> 1941-43.....	1187 1128	F R	<b>FT-1187D</b> <b>FT-1128D</b>	1233B	1939 V8-91A.....	1167	F & R	<b>1167D</b>	955B 896A
1946-47.....	1127(O) 4481 (DP)	F R	<b>FT-1127D</b> <b>FT-4481D</b>	1233B	V8-922A (60 H.P.)..				
1946-47.....	659(A) 4327(A)	F R	<b>FT-659D</b> <b>4327D</b> (Tapered)	1233B	1938 V8-81A.....	642	F & R	<b>642D</b>	955B 896A
<b>WK60</b> 1941.....	659 4055	F R	<b>FT-659D</b> <b>4055D</b>	1233B	V8-82A (60 H.P.)...				
<b>WKA</b> 1943.....	1187 1128	F R	<b>FT-1187D</b> <b>FT-1128D</b>	1233B	1937 V8-74 (60 H.P.)....	642	F & R	<b>642D</b>	896A 955B
1946-47.....	1127(O) 4481 (DP)	F R	<b>FT-1127D</b> <b>FT-4481D</b>	1233B	V8-78 (85 H.P.)....				
1946-47.....	659(A) 4327(A)	F R	<b>FT-659D</b> <b>4327D</b> (Tapered)	1233B	1936 V8-68.....	642	F & R	<b>642D</b>	955B
<b>WKD</b> 1939-43.....					1935 V8-48.....	642	F & R	<b>642D</b>	955B
<b>WKDA</b> 1943.....					1934-33 40-V8.....	515	F & R	<b>515D</b>	955B 955B
<b>WL</b> 1941-43.....	1187	F	<b>FT-1187D</b>	1233B	1933 46-4 Cylinder.....				
<b>WLA</b> 1943.....	1128	R	<b>FT-1128D</b>	1233B	1932 18-V8.....	515	F & R	<b>515D</b>	955 or 955B
<b>WLD</b> 1939-43.....					B-4 Cylinder.....				
<b>WLDA</b> 1941-42.....					18-V8 (oversize)....	516	F & R	<b>515D</b>	955 or 955B
(Diesel) 1943.....					B-4 Cyl. (oversize)..				
<b>WR</b> 1946-47.....	1127(O) 4138 (DP)	F R	<b>FT-1127D</b> <b>FT-4138D</b>	1233B	1931-29 A.....	310	F & R	<b>310D</b>	955
1946-47.....	659(A) 4328(A)	F R	<b>FT-659D</b> <b>4328D</b> (Tapered)	1233B	1928 A.....	5824	IHR	<b>5824</b>	620 ●
<b>WRA</b> 1946-47.....	1127(O) 4138 (DP)	F R	<b>FT-1127D</b> <b>FT-4138D</b>	1233B	<b>Ford Truck</b>				
1946-47.....	659(A) 4328(A)	F R	<b>FT-659D</b> <b>4328D</b> (Tapered)	1233B	<b>C (½ ton)</b> 1946.....	1167	F or R	<b>FT-1167D</b>	1005A
<b>WD</b> 1939-43.....					<b>D (¾ ton)</b> 1946.....				1005A
<b>WDA</b> 1943.....					<b>F1 (½ ton)</b> 1948.....	287 284	F R	<b>287D</b> <b>284D</b>	1005B
<b>WLD</b> 1939-43.....					<b>F2 (¾ ton)</b> 1948.....	1167	F or R	<b>1167D</b>	1142D
<b>WLDA</b> 1941-42.....					<b>F3 (¾ ton)</b> 1948.....	1167 1172	F R	<b>1167D</b> <b>FT-1172D</b>	1142D
(Diesel) 1943.....					<b>F4 (1 ton)</b> 1948.....	1172	F	<b>FT-1172D</b>	
<b>WR</b> 1946-47.....	1127(O) 4138 (DP)	F R	<b>FT-1127D</b> <b>FT-4138D</b>	1233B	<b>F5 (1½ ton)</b> 1948.....	1174	R	<b>FT-1174D</b>	1142D
1946-47.....	659(A) 4328(A)	F R	<b>FT-659D</b> <b>4328D</b> (Tapered)	1233B	<b>F6 (2 ton)</b> 1948.....				
<b>WRA</b> 1946-47.....	1127(O) 4138 (DP)	F R	<b>FT-1127D</b> <b>FT-4138D</b>	1233B	<b>F7 (2½ ton)</b> 1948.....	153 4446	F R	<b>FT-153D</b> <b>FT-4446D</b>	1235
1946-47.....	659(A) 4328(A)	F R	<b>FT-659D</b> <b>4328D</b> (Tapered)	1233B	<b>F8 (3 ton)</b> 1948.....	153 1196	F R	<b>FT-153D</b> <b>FT-1196D</b>	1235
<b>WD</b> 1939-43.....					<b>T (1½ ton)</b> 1946.....	1172	F	<b>FT-1172D</b>	1166
<b>WDA</b> 1943.....					<b>W (1½ ton)</b> 1946.....	1174	R	<b>FT-1174D</b>	1166
<b>WLD</b> 1939-43.....						678	T	<b>678</b>	
<b>WLDA</b> 1941-42.....					<b>Y (1 ton)</b> 1946.....	642 1172	F R	<b>FT-642D</b> <b>FT-1172D</b>	1166
(Diesel) 1943.....									

● 8 required.

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<b>Ford Truck</b> (Continued)					<b>Ford Truck</b> (Continued)				
V8-50 (1/2 ton) 1935.....	642	F or R	FT-642D	955B	02D (3/4 ton) 1940 (60 H.P.)....	1167	F or R	FT-1167D	955B
V8-51 (1/2 ton) 1935-36.....	647 648	F or R IHR	FT-647D 648■	1166	02Y (1 ton) 1940 (60 H.P.)....	1167	F	FT-1167D	955B
V8-67 (1/2 ton) 1936.....	642	F or R	FT-642D	955B		1172	R	FT-1172D	
V8-73 (1/2 ton) 1937.....	642	F or R	FT-642D	955B					
V8-75 (1/2 ton) 1937.....	647 648	F or R IHR	FT-647D 648■	1166	09T (1 1/2 ton 95 H.P.) 1940...	1172	F	FT-1172D	1166
V8-77 (1/2 ton) 1937.....	642	F or R	FT-642D	955B	09V (1 1/2 ton 95 H.P.) 1940...				1166
V8-79 (1/2 ton) 1937.....	647 648	F or R IHR	FT-647D 648■	1166	09W (1 1/2 ton 95 H.P.) 1940...	1174	R	FT-1174D	1166
V8-81C (1/2 ton) 1938.....	642	F or R	FT-642D	955B	09Y (1 1/2 ton 95 H.P.) 1940...				1166
V8-81T 1938.....	665A◇ 648	F or R IHR	FT-665AD 648■	1166	011W (1 1/2 ton 85 H.P.) 1940...	678	T	678■	1166
	665★ 648	F or R IHR	FT-665D 648■	1166	018T (1 1/2 ton 85 H.P.) 1940...				1166
V8-81Y (1 ton) 1938 (very early) (85 H.P.)	642 665A◇	F R	FT-642D FT-665AD	1166	018W (1 1/2 ton 85 H.P.) 1940...				1166
	642 665★	F R	FT-642D FT-665D	1166	022C (1/2 ton 60 H.P.) 1940...	1167	F or R	FT-1167D	955B
V8-82C (1/2 ton) 1938.....	642	F or R	FT-642D	955B	091W (1 1/2 ton 95 H.P.) 1940...	1172	F	FT-1172D	1166
V8-82Y (1 ton) 1938 (very early) (60 H.P.)	642 665A◇	F R	FT-642D FT-665AD	955B	098T 1 1/2 ton 95 H.P.) 1940...	1174	R	FT-1174D	1166
	642 665★	F R	FT-642D FT-665D	955B	098W (1 1/2 ton 95 H.P.) 1940...	678	T	678■	1166
V8-91C (1/2 ton) 1939 (85 H.P.)	1167	F or R	FT-1167D	955B or 1166	1NC (1/2 ton 30 H.P.) 1941-42	1167	F or R	FT-1167D	902A or 955B□
V8-91T 1939.....	1172 1174 648	F R IHR	FT-1172D FT-1174D 648■	1166	1ND (3/4 ton 30 H.P.) 1941-42				
V8-91Y (1 ton) 1939 (85 H.P.)	1167	F	FT-1167D	1166	1NY (1 ton 30 H.P.) 1941-42...	1167	F	FT-1167D	902A or 955B□
V8-92Y (1 ton) 1939 (60 H.P.)	1172	R	FT-1172D	955B		1172	R	FT-1172D	
V8-922C (1/2 ton) 1939 (60 H.P.)				955B	6G8TH (2 ton) 1946-47	1172 1174	F R	FT-1172D FT-1174D	1142D
01C (1/2 ton) 1940 (85 H.P.)...	1167	F or R	FT-1167D	955B	6GC (1/2 ton) 1946-47	1167	F or R	FT-1167D	1005A
01D (3/4 ton) 1940 (85 H.P.)...				1166	6GT (1 1/2 ton) 1946-47				
01T (1 1/2 ton) 1940 (85 H.P.)...	1172	F	FT-1172D	1166	6GTH (2 ton) 1946-47	1172	F	FT-1172D	1142D
01V (1 1/2 ton) 1940 (85 H.P.)...	1174	R	FT-1174D	1166	6GU (1 1/2 ton) 1946-47	1174	R	FT-1174D	
01W (1 1/2 ton) 1940 (85 H.P.)...	678	T	678■	1166	6GUH (2 ton) 1946-47				
01Y (1 ton) 1940 (85 H.P.)....	1167 1172	F R	FT-1167D FT-1172D	1166	6GY (1 ton) 1956-47	1167 1172	F R	FT-1167D FT-1172D	1142D
					8C 1948....	287 284	F R	287D 284D	1005A
					8D 1948....	1167	F or R	FT-1167D	1142D
					8Q 1948....	153 4446	F R	FT-153D FT-4446D	1235
					8T } 1948....	1172 1174	F R	FT-1172D FT-1174D	1142D
					8TL }				
					8W } 1948....	1172 1174	F R	FT-1172D FT-1174D	1142D
					8WH }				
					8Y 1948....	1167 1172	F R	FT-1167D FT-1172D	1142D
					11C (1/2 ton 85 H.P.) 1941-42.	1167	F or R	FT-1167D	902A or 955B□ or 1166
					11D (3/4 ton) 1941-42.....				
					11T (1 1/2 ton 85 H.P.) 1941-42	1172	F	FT-1172D	1166
					11V (1 1/2 ton 85 H.P.) 1941-42	1174	R	FT-1174D	1166
					11W (1 1/2 ton 85 H.P.) 1941-42	678	T	678■	1166

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◇ 14-hole drilling.

★ 17 hole drilling.

□ M955B used on early 1941 models.



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| Models equipped with long clutches take 1057E. Those equipped with Borg & Beck clutches take 1057B.



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<b>Harley-Davidson Motorcycle</b>					<b>Hudson</b> (Continued)				
Side Car "K" Series 1935-40...	666	R	666■	614††	1939 90—½-Ton Commer- cial.....	294	F & R	294D or B-15A	None Used
WLA 1941-42..... 1943-44.....	666 687	F R	666■ 687■	640 640††	98—¾-Ton Commer- cial.....				
45 Service Car "G" Series 1935-40.....	666 669	F IFR	666■ 669■	621△ 621△	1938 88—Custom Six.....	294	F & R	294D or B-15A	None Used
Twin "R" Series 1935-40...	666	F or R	666■	629△	89—112 Six.....	282	F & R	282D or B-15A	None Used
61 Twin "E" Series 1936-40...	668	F or R	668■	636☒ 416△	84—Deluxe Eight.... 85, 87—Custom Eight	284	F & R	284D or BC-6	None Used
74 Twin "V" Series 1935-40...	666 518	F R	666■ 518■	614††	1937 73—Custom Six.....	294	F & R	294D or B-15A	None Used
80 Twin "V" Series 1935-37...	666 518	F R	666■ 518■	614††	74,76—Deluxe Eight. 75,77—Custom Eight	284	F & R	284D or BC-6	None Used
<b>Hess &amp; Eisenhardt</b>					1936 61, 62, 63—Six.....	294	F & R	294D or B-15A	None Used
H & E 1947..... (Airport Limousine)...	221 2004	F R	221D FT-2	1173	64,66—Deluxe Eight. 65,67—Custom Eight	284	F & R	284D or BC-6	None Used
<b>Hudson</b>					1935 GH—Six;HT—Special HU—Deluxe.....	283	F & R	283■	None Used
1949-48 480.....	2015 292A	F R	2015D 292D	None Used	HHU—Custom.....	284	F & R	284D or BC-6	None Used
1947-41 All Six Cylinder.....	2012	F & R	2012D or B-15A	None Used	<b>Indian Motorcycle</b>				
All Eight Cylinder....	292A	F & R	292-AD	None Used	235 1935.....	5850	R	5850■	506 516☒
1940 40T—Traveler Six.... 40P—Deluxe Six.....	282	F & R	282D or B-15A	None Used	236 (45) 1936.....				
41—Super Six.....	294	F & R	294D or B-15A	None Used	237 (Scout) 1937.....				
43—Country Club Six.	284	F & R	284D or BC-6	None Used	335 1935.....				
48—Big Boy.....	294	F & R	294D or B-15A	None Used	336 (74) 1936.....				
44,45—Eight..... 47—Country Club Eight.....	284	F & R	284D or BC-6	None Used	337 (Chief) 1937.....				
40—½-Ton Commer- cial.....	294	F & R	294D or B-15A	None Used	338 (74) 1938.....				
48—¾-Ton Commer- cial.....					339 (74) 1939.....				
1939 90—112 Deluxe Six....	282	F & R	282D or B-15A	None Used	340 (74) 1940.....				
91—Pacemaker Six.... 92—Deluxe Six..... 93—Country Club Six 98—Big Boy..... 95—Country Club Eight..... 97—Country Club Custom Eight.....	294     284	F & R     F & R	294D or B-15A     284D or BC-6	None Used     None Used	340B 1941-42..... 341(74) 1941.....				
					342 1942..... 690	6003 690	F R	6003■ 690■	506 516☒ 506AG△
					344 1943-44.....				
					435(4) 1935..... 436(4) 1936..... 437(4) 1937..... 438(4) 1938..... 439(4) 1939.....	5850	R	5850■	All Steel
					439 1941..... 689 690	689 690	F R	689■ 690■	753
					440(4) 1940..... 441(4) 1941.....	5850	R	5850■	Steel 827

■ Available on special order. Cut to exact size from heavy duty material. When ordering specify number of pieces required.

†† Six required.

△ 1 required.

☒ 5 required.



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NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.
<b>Indian Motorcycle</b> (Continued)				
534 (Pony) 1943..... 535 1935..... 536 (Pony) 1936..... 537 (Junior Scout) 1937..... 538 (Junior Scout) 1938..... 539 (Junior Scout) 1939..... 540 (30.50) 1940..... 541 (30.50) 1941.....	5851	R	5851■	628△ 628△ 628△ 628△ 628△ 628△ 628△ 628△
635 1935..... 636 (Sport Scout) 1936..... 637 (Sport Scout) 1937..... 638 (Sport Scout) 1938..... 639 (Sport Scout) 1939.....  1941.....	5851	R	5851■	628△ 628△ 628△ 628△ 628△  506 516☒ 506AG△
640 (45) 1940..... 640B 1942..... 641 (45) 1941.....	5851	R	5851■	628△ 506 516☒ 506AG△ 628△
642 1942..... 644 1943-44..... 741 1943-44.....	6003	F or R	6003■	506 516☒ 506AG△
841 1941.....	6000 6001	F R	6000■ 6001■	752
<b>International Harvester Truck</b>				
A1 1932-34..... A2 1931-34.....	227 210	F R	FT-227 FT-210	S877A△ S878A△
A3 1932-34.....	210 232	F R	FT-210 FT-232D	S1041△ S1042△
A3½ 1932-34.....	239 232	F R	FT-4 FT-232D	1041●
A4 1931-34.....	239 247	F R	FT-4 FT-247	1046
A5 1930-34..... A6 1931-34.....	232 248	F R	FT-232D FT-14	1046 1046
A7 1934-35.....  1936-37.....	247 5796 MS557	F R H	FT-247 5796■ MS-557	1517
	592 4056 MS557	F R H	FT-16 4056D♦ MS-557	1517

NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.
<b>International Harvester Truck</b> (Continued)				
A8 1934-35.....  1936-37.....  1938..... 1939-40 (some).....  1939-40 (some)..... 1941-42 (air)..... 1941-42.....	247 5796 S557	F R H	FT-247 5796■ S-557	1517
	592 4056 S557	F R H	FT-16 4056D♦ S-557	1517
	4286 4056 MS557	F R H	FT-4286D 4056D♦ MS-557	1517
	4286 4056B MS557	F R H	FT-4286D 4056BD MS-557	1517 1517 1517
AD8 1937.....  1938..... 1939-40 (some).....  1939-40 (some)..... 1941-42 (air)..... 1941-42 (air).....	592 4056 MS557	F R H	FT-16 4056D♦ MS-557	1517
	4286 4056 MS557	F R H	FT-4286D 4056D♦ MS-557	1517
	4286 4056B MS557	F R H	FT-4286D 4056BD MS-557	1517 1517 1517
AR626F 1937.....  1938..... 1939-40 (some).....  1939-40 (some)..... 1941-42 (air)..... 1941-42 (air).....	592 4056 MS557	F R H	FT-16 4056D♦ MS-557	1517
	4286 4056 MS557	F R H	FT-4286D 4056D♦ MS-557	1517
	4286 4056B MS557	F R H	FT-4286D 4056BD MS-557	1517 1517 1517
B2 1931-34.....	227 210	F R	FT-227 FT-210	S877A△ and S878A△
B3 1933-34.....	210 239	F R	FT-210 FT-4	S1041△ S1042△
B4 1933-34.....	210 232	F R	FT-210 FT-232D	S1041△ S1042△
C1 1934.....  1935..... 1936 (early).....  1936 (late)..... 1937..... 1935-36.....	254	F or R	FT-254D	S877A△ S878A△ S902△ S903△
	260	F or R	FT-260D	S902△ and S903△
C10 1934-35.....	227 210	F R	FT-227 FT-210	894
C15 1936-37..... 1936-37.....	260 215	F R	FT-260D FT-215D	955B S960△ S961△
C20 1934-35.....  1936-37.....	227 210	F R	FT-227 FT-210	894
	260 215	F R	FT-260D FT-215D	955B

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♦ Also available with Lugs (DL).

□ 5 required.

△ 1 required.

● 4 required.

● 8 required.



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<b>International Harvester Truck (Continued)</b>					<b>International Harvester Truck (Continued)</b>					
<b>C30</b> 1934.....	210	F	<b>FT-210</b>	S960 △ and S961 △	<b>CS40</b> 1936-37.....	215	F	<b>FT-215D</b>	S1041 △ S1042 △	
1935 (some).....	239	R	<b>FT-4</b>		<b>CS40T</b> 1936-37 (6 wheel brakes)	290	R	<b>FT-290D</b>		
1935 (some).....					<b>CS50</b> 1936-37.....	297	F	<b>FT-4</b>	1165	
1936-37.....	215	F	<b>FT-215D</b>		<b>CS50T</b> 1936-37 (6 wheel brakes)	264	R	<b>FT-264D</b>	1165	
<b>C30T</b> 1936-37 (6 wheel brakes)	291	R	<b>FT-291D</b>		<b>D1</b> 1933-34.....	254	F or R	<b>FT-254D</b>	S877A △ S878A △	
<b>C31</b> 1936-37.....					<b>D2</b> 1937-38.....				S960 △ S961 △ 997 997 997	
<b>C35</b> 1934.....	210	F	<b>FT-210</b>	S1041 △ and S1042 △	1939 (early).....	260	F or R	<b>FT-260D</b>		
1935 (some).....	239	R	<b>FT-4</b>		1939 (late).....					
1935 (some).....	215	F	<b>FT-215D</b>		1940.....					
1936-37.....	291	R	<b>FT-291D</b>		<b>D2M</b> 1939-40.....					
<b>C35B</b> 1934.....	210	F	<b>FT-210</b>	S1041 △ and S1042 △	<b>D3</b> 1940.....				997	
1935 (some).....	232	R	<b>FT-232D</b>		<b>D5</b> 1937-38.....	260	F or R	<b>FT-260D</b>	S902 △	
1935 (some).....	215	F	<b>FT-215D</b>		1939 (early).....				S902 △	
1936-37.....	290	R	<b>FT-290D</b>		1939 (late).....				955C	
<b>C35T</b> 1936-37 (6 wheel brakes)	215	F	<b>FT-215D</b>		1940.....				955C	
<b>C36</b> 1936-37.....	291	R	<b>FT-291D</b>		<b>D5M</b> 1939-40.....				995C	
<b>C40</b> 1934.....	210	F	<b>FT-210</b>	S1041 △ and S1042 △	<b>D15</b> 1937-38.....				S960 △ S961 △ 997 997 997	
1935 (some).....	232	R	<b>FT-232D</b>		1939 (early).....	260	F	<b>FT-260D</b>		
1935 (some).....					1939 (late).....	215				
1936-37.....	215	F	<b>FT-215D</b>		1940.....					
<b>C40F</b> 1936-37 (6 wheel brakes)	290	R	<b>FT-290D</b>		<b>D15M</b> 1939-40.....					
<b>C40T</b> 1936-37 (6 wheel brakes)					<b>D30</b> 1937-38.....				S960 △ S961 △ 997 997	
<b>C50</b> 1934-35.....	239	F	<b>FT-4</b>	1165	1939 (early).....	215	F	<b>FT-215D</b>		
	264	R	<b>FT-264D</b>		1939 (late).....	216				
1936-37.....	297	F	<b>FT-4</b>	1165	1940.....					
	264	R	<b>FT-264D</b>		<b>D30B</b> 1937-38.....			S960 △ S961 △ 997 997		
<b>C50F</b> 1936-37 (6 wheel brakes)	297	F	<b>FT-4</b>	1165	1939 (early).....	215	F		<b>FT-215D</b>	
	290	R	<b>FT-290D</b>		1939 (late).....	216				
<b>C50T</b> 1936-37 (6 wheel brakes)	297	F	<b>FT-4</b>	1165	1940.....					
	264	R	<b>FT-264D</b>		<b>D35</b> 1937-38.....			S1041 △ S1042 △ 1062 1062		
<b>C55</b> 1934-35.....	232	F	<b>FT-232D</b>	1165	1939 (early).....	215	F		<b>FT-215D</b>	
	244	R	<b>FT-244D</b>		1939 (late).....	216				
1936-37.....					1940.....					
<b>C55F</b> 1936-37 (6 wheel brakes)	232	F	<b>FT-232D</b>	1165	<b>D35B</b> 1937-38.....			S1041 △ S1042 △ 1062 1062		
<b>C55T</b> 1936-37 (6 wheel brakes)	298	R	<b>FT-244D</b>	1165	1939 (early).....	215	F		<b>FT-215D</b>	
					1939 (late).....	217				
<b>C60</b> 1934-35.....	232	F	<b>FT-232D</b>	1165	1940.....					
	244	R	<b>FT-244D</b>		1937-40 (special).....	2009	F or R	<b>2009</b>	1062	
1936-37.....					<b>D37SB</b> 1940.....	215	F	<b>FT-215D</b>	S960-1	
<b>C60T</b> 1936-37 (6 wheel brakes)	232	F	<b>FT-232D</b>	1165		216				
	298	R	<b>FT-244D</b>	1165	<b>D40</b> 1937-38.....				S1041 △ S1042 △ 1062 1062	
<b>C300</b> 1936-37.....	215	F	<b>FT-215D</b>	S960 △	1939 (early).....	215	F	<b>FT-215D</b>		
<b>CS30</b> 1936-37.....	291	R	<b>FT-291D</b>	S961 △	1939 (late).....	217				
<b>CS35</b> 1936-37.....	215	F	<b>FT-215D</b>	S1041 △	1940.....					
<b>CS35B</b> 1936-37.....	290	R	<b>FT-290D</b>	S1042 △	<b>D50</b> 1937-40.....				1149	
<b>CS35T</b> 1936-37 (6 wheel brakes)	215	F	<b>FT-215D</b>			218	F	<b>FT-218D</b>		
	291	R	<b>FT-291D</b>			264				
					1937-38 (air brakes optional).....	659	F	<b>FT-659D</b>	1149	
					1939-40 (some).....	4055				
					1939-40 (some).....	659	F	<b>FT-659D</b>	1149	
					(air brakes optional).....	4055B				
					<b>D60</b> 1937-40.....	219	F	<b>FT-219D</b>	1149	
						290				
								<b>FT-290D</b>		

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△ 4 required.

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<b>International Harvester Truck (Continued)</b>					<b>International Harvester Truck (Continued)</b>				
<b>D60</b> 1937-38 (air brakes optional)..... 1939-40 (some).....	659	F	<b>FT-659D</b>	1149	<b>DR60</b> 1937-38 (air-optional)..... 1939-40 (some).....	659	F	<b>FT-659D</b>	1149
	4055	R	<b>4055D</b> †	1149		4055	R	<b>4055D</b> †	1194
	659	F	<b>FT-659D</b>	1149		659	F	<b>FT-659D</b>	1149
1939-40 (some)..... (air brakes optional)	4055B	R	<b>4055BD</b> †		1939-40 (air-optional).....	4055B	R	<b>4055BD</b> †	
<b>D186T</b> 1937-38..... 1939 (early)..... 1939 (late)..... 1940.....	215	F	<b>FT-215D</b>	S960 △	<b>DR70</b> 1937-38..... 1939-40 (some).....	4286	F	<b>FT-4286D</b>	1335
	216	R	<b>FT-216D</b>	S961 △		4056	R	<b>4056D</b> †	1335
				997		4286	F	<b>FT-4286D</b>	1335
				997		4056B	R	<b>4056BD</b>	
<b>D216F</b> 1939-40..... <b>D216T</b> 1937-38..... 1939 (early)..... 1939 (late)..... 1940.....	215	F	<b>FT-215D</b>	1062	<b>DR246T</b> 1937-40.....	218	F	<b>FT-218D</b>	
	217	R	<b>FT-217D</b>	S1041 △		264	R	<b>FT-264D</b>	1149
				S1042 △	<b>DR346T</b> 1938..... 1939-40 (some).....	4286	F	<b>FT-4286D</b>	1335
				1062		4055	R	<b>4055D</b> †	1335
<b>D246F</b> 1937-40.....	218	F	<b>FT-218D</b>		1939-40 (some).....	4286	F	<b>FT-4286D</b>	1335
	217	R	<b>FT-217D</b>	1149		4055B	R	<b>4055BD</b> †	
<b>D246T</b> 1937-40.....	218	F	<b>FT-218D</b>	1149	<b>DR426F</b> 1937-38..... 1939-40 (some).....	4286	F	<b>FT-4286D</b>	1335
	264	R	<b>FT-264D</b>			4055	R	<b>4055D</b> †	1335
<b>D300</b> 1937-38..... 1939 (early)..... 1939 (late)..... 1940.....	215	F	<b>FT-215D</b>	S960 △		MS557	H	<b>MS-557</b>	
	216	R	<b>FT-216D</b>	S961 △	1939-40 (some).....	4286	F	<b>FT-4286D</b>	1335
<b>D346F</b> 1938..... 1939-40 (some).....	4286	F	<b>FT-4286D</b>	1335		4055B	R	<b>4055BD</b> †	1335
	4055	R	<b>4055D</b> †	1335	<b>DR500</b> 1939-40.....	219	F	<b>FT-219D</b>	1149
1939-40 (some).....	4286	F	<b>FT-4286D</b>	1335		264	R	<b>FT-264D</b>	
	4055B	R	<b>4055BD</b> †		1939-40 (some).....	659	F	<b>FT-659D</b>	1149
<b>D400</b> 1940.....	218	F	<b>FT-218D</b>		1939-40 (air-optional).....	659	F	<b>FT-659D</b>	1149
	217	R	<b>FT-217D</b>	1062		4055B	R	<b>4055BD</b> †	
<b>D500</b> 1938-40.....	219	F	<b>FT-219D</b>	1149	<b>DR700</b> 1938..... 1939-40 (some).....	4286	F	<b>FT-4286D</b>	1335
	264	R	<b>FT-264D</b>			4056	R	<b>4056D</b> †	1335
	659	F	<b>FT-659D</b>	1149	1939-40 (some).....	4286	F	<b>FT-4286D</b>	1335
	4055	R	<b>4055D</b> †			4056B	R	<b>4056BD</b>	
1939-40 (some).....	659	F	<b>FT-659D</b>	1149	<b>DS30</b> 1937-38..... 1939 (early)..... 1939 (late)..... 1940.....	215	F	<b>FT-215D</b>	S960 △
	4055B	R	<b>4055BD</b> †			216	R	<b>FT-216D</b>	S961 △
									997
									997
<b>DR50</b> 1939-40.....	218	F	<b>FT-218D</b>	1149	<b>DS30B</b> 1937-38..... 1939 (early)..... 1939 (late)..... 1940.....	215	F	<b>FT-215D</b>	S960 △
	264	R	<b>FT-264D</b>			216	R	<b>FT-216D</b>	S961 △
	659	F	<b>FT-659D</b>	1149					997
	4055	R	<b>4055D</b> †						997
1939-40 (some).....	659	F	<b>FT-659D</b>	1149	<b>DS35</b> 1937-38..... 1939 (early)..... 1939 (late)..... 1940.....	215	F	<b>FT-215D</b>	S1041 △
	4055B	R	<b>4055BD</b> †			216	R	<b>FT-216D</b>	S1042 △
									1062
									1062
<b>DR60</b> 1937-40.....	219	F	<b>FT-219D</b>	1149	1939-40 (increased capacity brake).....	215	F	<b>FT-215D</b>	1062
	298	R	<b>FT-244D</b>			217	R	<b>FT-217D</b>	1062
									1062
									1062

△ 4 required.

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<b>International Harvester Truck</b> (Continued)					<b>International Harvester Truck</b> (Continued)				
<b>DS50</b> 1939-40 .....	218	F	<b>FT-218D</b>	1149	<b>K6</b> 1941-42. ....	1190	F	<b>FT-1190D</b>	1062 or 1077
	264	R	<b>FT-264D</b>			1193	R	<b>FT-1193D</b>	
	659 4055	F R	<b>FT-659D</b> <b>4055D</b> †	1149		6012	ESH	<b>6012</b> ■	
1939-40 (some) .....	659	F	<b>FT-659D</b>	1149	<b>K6</b> 1946 (increased capacity brake) .....	1190	F	<b>FT-1190D</b>	1077
	4055B	R	<b>4055BD</b> †			1192	R	<b>FT-1192D</b>	
<b>DS186T</b> 1937-38. ....	215	F	<b>FT-215D</b>	S960 △	<b>K6F</b> 1941-42 (very early) {	1190	F	<b>FT-1190D</b>	1062 or 1077
	1939 (some) .....			S961 △		1192	R	<b>FT-1192D</b>	
	1939 (some) .....	216	<b>FT-216D</b>	997 997					
<b>DS216T</b> 1937-38. ....	215	F	<b>FT-215D</b>	S1041 △	1941-42 (except very early) .....	1190	F	<b>FT-1190D</b>	1062 or 1077
	1939 (early) .....			S1042 △		1193	R	<b>FT-1193D</b>	
	1939 (late) .....	217	<b>FT-217D</b>	1062 1062		1190	F	<b>FT-1190D</b>	
<b>DS246T</b> 1937-40. ....	218	F	<b>FT-218D</b>		<b>K6T</b> 1941-42 (very early) {	1190	F	<b>FT-1190D</b>	1062 or 1077
	264	R	<b>FT-264D</b>	1149		1192	R	<b>FT-1192D</b>	
<b>DS300</b> 1937-38. ....	215	F	<b>FT-215D</b>	S960 △	1942. ....	1190	F	<b>FT-1190D</b>	1062 or 1077
	1939 (early) .....			S961 △		1198	R	<b>FT-1198D</b>	
	1939 (late) .....	216	<b>FT-216D</b>	997 997					
<b>DS400</b> 1940. ....	218	F	<b>FT-218D</b>		1941-42 (except very early) .....	1190	F	<b>FT-1190D</b>	1062 or 1077
	217	R	<b>FT-217D</b>	1062		1193	R	<b>FT-1193D</b>	
<b>DS500</b> 1939-40. ....	219	F	<b>FT-219D</b>		1941-42 (increased capacity brake) .....	1190	F	<b>FT-1190D</b>	1062 or 1077
	264	R	<b>FT-264D</b>	1149		1198	R	<b>FT-1198D</b>	
<b>K1</b> 1941-42. ....					1942. ....	6014	ESH	<b>6014</b> ■	
<b>K1M</b> 1941-42. ....	1167	F or R	<b>FT-1167D</b>	934 944 or 934A 944A	<b>K7 (c.o.e.)</b> 1941-42. ....	1194	F	<b>FT-1194D</b>	1062 or 1077
<b>K2</b> 1941-42. ....	1167	F	<b>FT-1167D</b>			1193	R	<b>FT-1193D</b>	
<b>K3</b> 1941-42. ....	1002	R	<b>FT-1002D</b>		<b>K8</b> 1941-42. ....	1194	F	<b>FT-1194D</b>	1149
<b>K3M</b> 1941-42. ....	1188	F	<b>FT-1188D</b>		1941-42 (increased capacity brake) .....	1195	R	<b>FT-1195D</b>	
	1002	R	<b>FT-1002D</b>	927A 978A		1194	F	<b>FT-1194D</b>	1149
						1196	R	<b>FT-1196D</b>	
<b>K4</b> 1941-42. ....	1188	F	<b>FT-1188D</b>	or	1942. ....	6013	ESH	<b>6013</b> ■	
	1189	R	<b>FT-1189D</b>	927B 978B	<b>K8 (c.o.e.)</b> 1941-42. ....	1197	F	<b>FT-1197D</b>	1149
	1188	F	<b>FT-1188D</b>			1195	R	<b>FT-1195D</b>	
1941-42 (increased capacity brake) .....	1191	R	<b>FT-1191D</b>		1946. ....	659	F	<b>FT-659D</b>	1149
1942. ....	6012	ESH	<b>6012</b> ■		4195A	R	<b>4195AD</b>		
<b>K5</b> 1941-42. ....	1190	F	<b>FT-1190D</b>	927A 978A	<b>K8F</b> 1941-42. ....	1194	F	<b>FT-1194D</b>	1149
	1191	R	<b>FT-1191D</b>			1193	R	<b>FT-1193D</b>	
	1190	F	<b>FT-1190D</b>	or	<b>K8T</b> 1941-42. ....	1194	F	<b>FT-1194D</b>	1149
1941-42 (increased capacity brake) .....	1193	R	<b>FT-1193D</b>	927B 978B		1195	R	<b>FT-1195D</b>	
	6012	ESH	<b>6012</b> ■		<b>K10</b> 1941-42. ....	1197	F	<b>FT-1197D</b>	1149
	1942. ....					1196	R	<b>FT-1196D</b>	
<b>K5 (c.o.e.)</b> 1941-42. ....	1190	F	<b>FT-1190D</b>		1941-42 (increased capacity brake) .....	1197	F	<b>FT-1197D</b>	1149
						1199	R	<b>FT-1199D</b>	
<b>K5B</b> 1941-42. ....	1191	R	<b>FT-1191D</b>		<b>K11F</b> 1941-42. ....	4286	F	<b>FT-4286D</b>	1335
						4195A	R	<b>4195AD</b>	

△ 4 required.

† Also available with lugs (DL).

■ Available on special order. Cut to exact size from Heavy Duty Material. When ordering specify number of pieces required.



# JOHNS-MANVILLE FRICTION MATERIALS FOR PASSENGER CARS AND LIGHT TRUCKS

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NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.	NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.
<b>International Harvester Truck (Continued)</b>					<b>International Harvester Truck (Continued)</b>				
<b>K11F</b> 1941-42.....	1133 1196	F R	<b>1133</b> ■ <b>FT-1196D</b>	1335	1946.....	4286 4358 4397	F R ESH	<b>FT-4286D</b> <b>4358D</b> <b>(Tapered)</b> <b>4397D</b>	1335
1946 (increased capacity brake).....	1133 1195	F R	<b>1133</b> ■ <b>FT-1195D</b>	1335	<b>KR11 (c.o.e.)</b> 1941-42.....	4286 4056B	F R	<b>FT-4286D</b> <b>4056BD</b>	1335
<b>KB6</b> 1947-48.....	1190	F	<b>FT-1190D</b>	1077	<b>KR11T</b> 1941-42.....	1133 1196	F R	<b>1133</b> ■ <b>FT-1196D</b>	1335
<b>KB6F</b> 1947-48.....	1193	R	<b>FT-1193D</b>		1941-42.....	4286 4195A	F R	<b>FT-4286D</b> <b>4195AD</b>	1335
<b>KB7</b> 1947-48.....	1190 1198	F R	<b>FT-1190D</b> <b>FT-1198D</b>	1077	<b>KR12</b> 1946.....	4286 4358	F R	<b>FT-4286D</b> <b>4358D</b>	1335 1517
1948 (some).....	1225 1198	F R	<b>FT-1225D</b> <b>FT-1198D</b>	1077	<b>KR14</b> 1947.....	4397	ESH	<b>4397D</b>	1517
<b>KB8</b> 1947-48.....	1197 1195	F R	<b>FT-1197D</b> <b>FT-1195D</b>	1149	<b>KRD11</b> 1941-42.....	4286 4056B	F R	<b>FT-4286D</b> <b>4056BD</b>	1517
1948.....	659 4195A	F R	<b>FT-659D</b> <b>4195AD</b>	1149	1946.....	4286 4358	F R	<b>FT-4286D</b> <b>4358D</b> <b>(Tapered)</b>	1517
<b>KB8F</b> 1947-48.....	1194 1193	F R	<b>FT-1194D</b> <b>FT-1193D</b>	1149	<b>KRD11F</b> 1941-42.....	4286	F	<b>FT-4286D</b>	1517
<b>KB10</b> 1947-48.....	1197 1196	F R	<b>FT-1197D</b> <b>FT-1196D</b>	1149	<b>KRD11T</b> 1941-42.....	4195A	R	<b>4195AD</b>	1517
1947-48 (increased capacity brake).....	1197 1199	F R	<b>FT-1197D</b> <b>FT-1199D</b>	1149	<b>KR12F</b> 1941-42.....				1335
1947-48.....	659 4195A	F R	<b>FT-659D</b> <b>4195AD</b>	1149	<b>KS-FT</b> 1942.....	1190 1198	F R	<b>FT-1190D</b> <b>FT-1198D</b>	1062 or 1077
<b>KBR11</b> 1947-48.....	4286 4056B	F R	<b>FT-4286D</b> <b>4056BD</b>	1335	<b>KS4</b> 1941-42.....	1188 1189	F R	<b>FT-1188D</b> <b>FT-1189D</b>	927A 978A or 927B 978B
<b>KBR11F</b> 1947-48.....	1133 1195	F R	<b>1133</b> ■ <b>FT-1195D</b>	1335	<b>KS5</b> 1941-42.....	1190 1191	F R	<b>FT-1190D</b> <b>FT-1191D</b>	
<b>KBR12</b> 1947-48.....	4286	F	<b>FT-4286D</b>	1517	<b>KS6</b> 1941-42.....	1190 1193	F R	<b>FT-1190D</b> <b>FT-1193D</b>	1062 or 1077
<b>KBR14</b> 1947-48.....	4358	R	<b>4358D</b> <b>(Tapered)</b>		1946 (increased capacity brake).....	1190 1192	F R	<b>FT-1190D</b> <b>FT-1192D</b>	1077
<b>KBS10</b> 1947-48.....	659 4195A	F R	<b>FT-659D</b> <b>4195AD</b>	1335	<b>KS7</b> 1942.....	1190 1193	F R	<b>FT-1190D</b> <b>FT-1193D</b>	1062 or 1077
<b>KBS11</b> 1947-48.....	4286 4056B	F R	<b>FT-4286D</b> <b>4056BD</b>	1335	1946 (increased capacity brake).....	1190 1193	F R	<b>FT-1190D</b> <b>FT-1193D</b>	1077
1947-48 (Timken Axle).....	4286 4358	F R	<b>FT-4286D</b> <b>4358D</b> <b>(Tapered)</b>	1335	<b>KS8</b> 1941-42.....	1194 1195	F R	<b>FT-1194D</b> <b>FT-1195D</b>	1149
1947-48 (Eaton Axle—Some).....	4286 4311A	F R	<b>FT-4286D</b> <b>4311AD</b>	1335	<b>KS10</b> 1942.....	4286 4195A	F R	<b>FT-4286D</b> <b>4195AD</b>	1149
<b>KBS12</b> 1947-48.....	4286	F	<b>FT-4286D</b>	1517	1946 (increased capacity brake).....	1197 1196	F R	<b>FT-1197D</b> <b>FT-1196D</b>	1149
<b>KBS14</b> 1947-48.....	4358	R	<b>4358D</b> <b>(Tapered)</b>	1517	<b>KS11</b> 1942.....	4286 4195A	F R	<b>FT-4286D</b> <b>4195AD</b>	1149
(Timken Axle).....					1946.....	4286 4358	F R	<b>FT-4286D</b> <b>4358D</b> <b>(Tapered)</b>	1335
<b>KR8</b> 1941-42.....	659 4195A	F R	<b>FT-659D</b> <b>4195AD</b>	1149	<b>KS12</b> 1947.....	4286	F	<b>FT-4286D</b>	1517
<b>KR10</b> 1941-42.....	1197 1196	F R	<b>FT-1197D</b> <b>FT-1196D</b>	1149	<b>KS14</b> 1947.....	4358	R	<b>4358D</b> <b>(Tapered)</b>	
<b>KR11</b> 1941-42.....	4286 4056B	F R	<b>FT-4286D</b> <b>4056BD</b>	1335		4397	ESH	<b>4397D</b>	

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NAME OF VEHICLE MODEL AND YEAR		BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.
<b>International Harvester Truck (Continued)</b>					
<b>M2</b>	1933-34.....	227 210	F R	<b>FT-227 FT-210</b>	875
<b>M3</b>	1935-37.....	260 215	F R	<b>FT-260D FT-215D</b>	875
<b>W3042</b>	1946-47.....	4286 4358	F R	<b>FT-4286D 4358D (Tapered)</b>	1312
<b>W4564</b>	1946-48.....	4328 4358	F R	<b>4328D (Tapered) 4358D (Tapered)</b>	1312 or 1425
<b>Kaiser</b>					
1947	K100..... K101.....	1219	F or R	<b>1219D</b>	993A
<b>Lafayette (See Nash)</b>					
<b>La Salle</b>					
1940	V8—50..... V8—52 Special.....	220	F & R	<b>220-D or B-16A</b>	1061 or 1059A
1939	V8—50.....	220	F & R	<b>220-D or B-16A</b>	1061
1938	V8—50.....	299	F	<b>B-19</b> (half)	1059
1937	V8—50.....	281	R	<b>281D</b> (half) or <b>B-16A</b> (half)	1058
1936	36-50.....	281	F & R	<b>281D or B-16A</b>	1057
1935	35-50.....	281	F & R	<b>281D or B-16A</b>	1057 981
<b>Lincoln</b>					
1949	Cosmopolitan.....	299 281	F R	<b>B-19 281-D</b>	1087
1948-46	All Models.....	253	F & R	<b>253D</b> ⊗ or <b>BC-6</b>	1005A
1942	26H—Continental.....				1061
	26H—Zephyr.....				1061
	268H—Custom.....				1061
1941	16H—Continental..... 16H—Zephyr..... 168H—Custom.....	253	F & R	<b>253D</b> ⊗ or <b>BC-6</b>	1061 1061 1061
1940	V12.....	274	F & R	<b>FT-10</b> (two)	1235
	06H Zephyr.....	253	F & R	<b>253D</b> ⊗ or <b>BC-6</b>	1061 or 1068
1939	V12.....	274	F & R	<b>FT-10</b> (two)	1235
	V12—96H Zephyr.....	253	F & R	<b>253D</b> ⊗ or <b>BC-6</b>	1061
1938	V12.....	274	F & R	<b>FT-10</b> (two)	1235

NAME OF VEHICLE MODEL AND YEAR		BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.
<b>Lincoln (Continued)</b>					
1938	V12—86H Zephyr.....	253	F & R	<b>253D</b> ⊗ or <b>BC-6</b>	1056
1937	V12.....	274	F & R	<b>FT-10</b> (two)	1235
	V12—HB Zephyr.....	253	F & R	<b>253D</b> ⊗ or <b>BC-6</b>	1056
1936	V12.....	274	F & R	<b>FT-10</b> (two)	1235
	V12—H Zephyr.....	253	F & R	<b>253D</b> ⊗ or <b>BC-6</b>	1056
1935-34	V12.....	274	F & R	<b>FT-10</b> (two)	1235
<b>Mercury</b>					
1949	All Models.....	287 284	F R	<b>287D 284D</b>	1005B
1948-41	All Models.....	1167	F & R	<b>1167D</b>	1005A
1940	V8—09A.....	1167	F & R	<b>1167D</b>	955B
1939	V8—99A.....				955B
<b>Nash</b>					
1948-42	600 Series.....	2011	F & R	<b>2011D or L-7</b>	821B 821B
1948-42	Ambassador Six- Eight.....	237	F & R	<b>237D</b>	1008A† 1008A†
1941	4130 Ambassador "600" Six..... 4140 Ambassador "600" Six.....	2011	F & R	<b>2011D or L-7</b>	821B 821B
	4160 Ambassador Six. 4180 Ambassador Eight	237	F & R	<b>237D</b>	1007A 1007A
1940	4010 Lafayette Six... 4020 Ambassador Six.	237	F & R	<b>237D</b>	990 or 991B 1068 or 1008A
	4080 Ambassador Eight.	277	F & R	<b>277D or B-19</b>	1007A or 953C
1939	3910 Lafayette Special Six..... 3910 Lafayette Deluxe Six.....	1166	F & R	<b>L-4</b>	991B 991B
	3920 Ambassador Six...	237	F & R	<b>237D</b>	1057Cor 1057B
	3980 Ambassador Eight.	277	F & R	<b>277D or B-19</b>	1057Cor 1057B
1938	3810 Lafayette Six (Series H).....	237	F & R	<b>237D</b>	991A or 991
	3810 Lafayette Six (Series L).....	1166	F & R	<b>L-4</b>	991A or 991
	3820 Ambassador Six...	237	F & R	<b>237D</b>	1008A or 1057C
	3880 Ambassador Eight.	277	F & R	<b>277D or B-19</b>	1057Cor 1057B
1937	3710 Lafayette "400" (After Serial No. LH-2918).....	1166	F & R	<b>L-4</b>	991A or 991

⊗ Formerly 253-DG.

† Use 993 for vehicles equipped with "Fluid Drive".



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<b>Nash (Continued)</b>				
1937 3710 Lafayette "400" (Before Serial No. LH-2918).....	237	F & R	<b>237D</b>	{ 991A or 991
1937 3720 Ambassador Six (Before Serial No. N9-8919).....	237	F & R	<b>237D</b>	{ 1057C or 1057B
3720 Ambassador Six (After Serial No. N9-8919).....	1166	F & R	<b>L-4</b>	{ 1057C or 1057B
3780 Ambassador Eight.	277	F & R	<b>277D or B-19</b>	{ 1057C or 1057B
1936 3610 Lafayette.....	293	F & R	<b>B-18</b>	955A
3620 Ambassador Six...	259	F & R	<b>B-3</b>	953C
3640 "400".....	293	F & R	<b>B-18</b>	985
3640A "400" Deluxe..				985
3680 Ambassador Eight.	280	F & R	<b>B-19</b>	953C
1935 Lafayette.....	259	F & R	<b>B-3</b>	955A
3520.....	259	F & R	<b>B-3</b>	953C
3540.....	293	F & R	<b>B-18</b>	985
3580.....	280	F & R	<b>B-19</b>	953C

## Oldsmobile

1948-42 All Six Cylinder & Special Eight.....	2006	F	<b>2006D (half) or B-16A (half)</b>	993
	292	R	<b>292D (half) or BC-6 (half)</b>	993
All Eight Cylinder..	2015	F	<b>2015D (half) or B-19 (half)</b>	1008A
	2006	R	<b>2006D (half) or B-16A (half)</b>	1008A
1941 66—Special Six (F-41) 68—Special Eight	292	F & R	<b>292D or BC-6</b>	993 1008A
1941 76—Dynamic Six (G-41).....	2006	F & R	<b>2006D or B-16A</b>	993
78—Dynamic Eight (J-41).....				1008A
96—Custom Six (H-41).....				993
98—Custom Eight (L-41).....				1008A
1940 60—Six (F-40).....	292	F & R	<b>292D or BC-6</b>	993 993
70—Six (G-40).....	2006	F & R	<b>2006D or B-16A</b>	1008A
90—Eight (L-40).....				1008A
1939 60—Six (F-39).....	292	F & R	<b>292D or BC-6</b>	905E 993
70—Six (G-39).....	2000	F	<b>286D or BC-6</b>	1008A
80—Eight (L-39).....				1008A
1938 F-38—Six.....	292	F & R	<b>292D or BC-6</b>	991

NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.
<b>Oldsmobile (Continued)</b>				
1938 L-38—Eight.....	286	F & R	<b>286D or BC-6</b>	1057B
1937 F-37—Six.....	292	F & R	<b>292D or BC-6</b>	991
L37—Eight.....	286	F & R	<b>286D or BC-6</b>	1057B
1936 F-36—Six.....	287	F & R	<b>287D</b>	{ 979 or 988A
L-36—Eight.....	281	F & R	<b>281D or B-16A</b>	953E
1935 F-35—Six.....	287	F & R	<b>287D</b>	979
L-35—Eight.....	281	F & R	<b>281D or B-16A</b>	981
<b>Packard</b>				
1948 2202 (8 Cyl. Super.) 2232 (8 Cyl. Super.)	2003	F or R	<b>2003D</b>	1087
2201 (8 Cyl. Light) 2211.....	2003	F or R	<b>2003D</b>	1005A
Super Eight.....	2003	F or R	<b>2003D</b>	1057
2226 (8 Cyl. Custom).....	234	F or R	<b>FT-2</b>	1174
2240 (6 Cyl. Taxicab).....	2003 220	F R	<b>2003D 220D</b>	1174
2222 (8 Cyl. Super).. 2220.....	221 220	F R	<b>221D 220D</b>	1087
2206 (8 Cyl. Custom)..... 2233 (8 Cyl. Custom)..... 2220 (6 Cyl. Taxicab).....	221 220	F R	<b>221D 220D</b>	1174
1947-46 2130 (6 Cyl. Taxicab).....	2003 220	F R	<b>2003D 220D</b>	1169
1947-1942 Six: 2100; 2000; 2020...	2003	F	<b>2003D or BC-6 (half)</b>	990
Eight: 2101; 2111; 2001; 2021.....	2002	R	<b>284D (half) or BC-6 (half)</b>	
160—Super Eight: 2103; 2003 (Clipper) 2106	2003	F & R	<b>2003D or BC-6</b>	1057
2004; 2005.....	221	F	<b>221D or B-19 (half)</b>	1169
2023.....	220	R	<b>220D or B-16A (half)</b>	
2123; 2126.....	234	F & R	<b>FT-2 (two)</b>	1169



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<b>Packard (Continued)</b>					<b>Packard (Continued)</b>				
1947-1942					1938 120—Eight: 1601.....	253A	F & R	<b>253AD</b>	1056
180—Custom Super	221	F	<b>221D or</b>		1602.....	299	F & R	<b>B-19</b>	1056
Eight:			<b>B-19</b> (half)						
2106; 2006 (Clipper)	220	R	<b>220D or</b>	1169	Super Eight:				
2006 (Special).....			<b>B-16A</b> (half)	1169	1603; 1604; 1605.....	234	F & R	<b>FT-2</b> (two)	1235
2007; 2008.....	299	F & R	<b>B-19</b>	1169	Twelve: 1607; 1608.....	235	F & R	<b>235</b> ■	1235
2126.....	234	F & R	<b>FT-2</b> (two)	1169					
Taxicab.....	2003	F	<b>2003D or</b>		1937 Six: 115C.....	284	F & R	<b>284D or</b>	990
	221	R	<b>BC-6</b> (half)	1169				<b>BC-6</b>	
			<b>221D or</b>		Eight: 120C.....	253A	F & R	<b>253AD</b>	1056
			<b>B-19</b> (half)						
1941 110—Special Six:	2002	F & R	<b>284D or</b>		1500; 1501; 1502.....	234	F & R	<b>FT-2</b> (two)	1235
1900.....			<b>BC-6</b>	990	Twelve:				
120—Eight: 1901.....	2003	F & R	<b>2003D or</b>	1057	1506; 1507; 1508.....	235	F & R	<b>235</b> ■	1235
1951 (Clipper).....			<b>BC-6</b>	1057	1937-36 Hearse; Ambulance....	299	F & R	<b>B-19</b>	1056
160—Super Eight:	220	F & R	<b>220D or</b>		1936 Eight: 120A; 120B.....	253A	F & R	<b>253AD</b>	1056
1903.....			<b>B-16A</b>	1169					
1904; 1905.....	299	F & R	<b>B-19</b>	1169	1400; 1401; 1402.....	271	LF	<b>271</b> ■	
180—Custom Super						273	RF	<b>273</b> ■	1235
Eight:	220	F & R	<b>220D or</b>				R		
1906.....			<b>B-16A</b>	1169	1936 Super Eight:	271	LF	<b>271</b> ■	1235
1907; 1908.....	299	F & R	<b>B-19</b>	1169	1403; 1404; 1405.....	273	RF	<b>273</b> ■	
1901A—Commercial.	299	F & R	<b>B-19</b>	1057			B		
1903A—Commercial.	234	F & R	<b>FT-2</b> (two)	1169	Twelve:	272	LF	<b>272</b> ■	1235
					1407; 1408.....	274	RF	<b>FT-10</b>	
1940 110—Six:							R		
1800 (some).....	284	F & R	<b>284D or</b>	990 or	1935 Eight: 120.....	253A	F & R	<b>253AD</b>	1056
1800 (some).....	2002	F & R	<b>BC-6</b>	985A					
				or	1200; 1201; 1202.....	271	LF	<b>271</b> ■	1235
				1008A		273	RF	<b>273</b> ■	
1940 120—Eight:							R		
1801 (some).....	2003	F & R	<b>2003D or</b>	1057	Super Eight:	271	LF	<b>271</b> ■	1235
1801 (some).....	253A	F & R	<b>253AD</b>	or	1203; 1204; 1205.....	273	RF	<b>273</b> ■	
				1057B			R		
160—Super Eight:					Twelve: 1207; 1208.....	273	LF	<b>273</b> ■	1235
1803.....	220	F & R	<b>220D or</b>	1169 or		274	RF	<b>FT-10</b>	
			<b>B-16A</b>	1169A			R		
1804; 1805.....	299	F & R	<b>B-19</b>	1169					
180—Custom Super Eight:					<b>Plymouth</b>				
1806.....	220	F & R	<b>220D or</b>	1169 or	1948-46 All Models.....	1106A	F	<b>1106-13AD</b>	993A
			<b>B-16A</b>	1169A		1213	R		
1807; 1808.....	299	F & R	<b>B-19</b>	1169 or	1942 P14—Deluxe.....	1137	F & R	<b>1137D</b>	993A
				1169A	P14—Special Deluxe..				993A
1801A—Commercial..	299	F & R	<b>B-19</b>	1057	1941 P11—Standard.....	1137	F & R	<b>1137D</b>	993A
1803A—Commercial..	234	F & R	<b>FT-2</b> (two)	1169	P11—Deluxe.....				993A
					P12—Special Deluxe..				993A
1939 Six:									
1700.....	284	F & R	<b>284D or</b>	990	PT125—Commercial..	145	F	<b>145-37D</b> ○	1057B
			<b>BC-6</b>			1137	R		
120—Eight: 1701.....	253A	F & R	<b>253AD</b>	1057	1940 P9—Road King.....	1137	F & R	<b>1137D</b>	993A
1702.....	299	F & R	<b>B-19</b>	1057	P10—Deluxe.....				993A
Super Eight: 1703; 1705...	299	F & R	<b>B-19</b>	1169					
Twelve: 1707; 1708.....	235	F & R	<b>235</b> ■	1235	PT105—Commercial..	145	F	<b>145-37D</b> ○	1057B
						1137	R		
1938 Six:									
1600 (122" W.B.).....	284	F & R	<b>284D or</b>	990					
			<b>BC-6</b>						

■ Available on special order. Cut to exact size from heavy duty material. When ordering specify number of pieces required.

○ FT-653D (Fleet-Tested Material) available for heavy duty and commercial service. 2 FT sets required per vehicle.



# JOHNS-MANVILLE FRICTION MATERIALS FOR PASSENGER CARS AND LIGHT TRUCKS

Order Brake Lining by J-M Set Number. Car requires one set unless otherwise indicated.

Unless otherwise specified, the number of clutch facings required is 2 per vehicle.

NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.	NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.
<b>Plymouth (Continued)</b>					<b>Pontiac (Continued)</b>				
1939 P7—Road King..... P8—Deluxe.....	1137	F & R	<b>1137D</b>	985A 985A	1939 Quality Deluxe Six... 28EA—Deluxe Eight..	292	F & R	<b>292D or BC-6</b>	902A 995
PT81—Commercial...	145 1137	F R	<b>145-37D</b> ○	1057B	1938 26DA—Deluxe Six... 28DA—Deluxe Eight..	286	F & R	<b>286D or BC-6</b>	1057 1057
1938 P5—Road King..... P6—Deluxe.....	1137	F & R	<b>1137D</b>	985A 985A	1937 26CA—Deluxe Six... 28CA—Deluxe Eight..	286	F & R	<b>286D or BC-6</b>	1057 1057
PT57—Commercial...	145 1137	F R	<b>145-37D</b> ○	1057B	1936 All Pass. Car Models...	286	F & R	<b>286D or BC-6</b>	1057
1937 P3—Business..... P4—Deluxe..... PT50—Commercial...	145 1137	F R	<b>145-37D</b> ○	985 985 1057B	1935 Six..... Eight.....	286	F & R	<b>286D or BC-6</b>	968B 968B
1936 P1—(some)..... P2—Deluxe (some) ... P1—(some)..... P2—Deluxe (some) ...	145 1137 145	F R F & R	<b>145-37D</b> <b>145D</b>	985 985	<b>Sayers &amp; Scovill</b>				
1935 PJ..... PJX.....	145	F & R	<b>145D</b>	985	<b>(Hearse, Ambulance, Lim.)</b>				
1934 PF..... PG..... PE—Deluxe.....	187 195	F & R F & R	<b>187D</b> <b>195D</b>	979 980 979 980	B4A 1936..... B4B 1936..... B4C 1936..... B4D 1937.....	286 296	F or R F or R	<b>286-D</b> <b>296-D</b>	987 987 987 1057
1933 PD—Deluxe..... PC—(Before Car 1817101)..... PC—(After Car 1817101).....	179 187	F & R F & R	<b>179D</b> <b>187D</b>	955A 955A 955A	BH 1935..... BI 1935.....	159	F or R	<b>FT-23</b>	969△
1932 PB—(After June 23, 1932)..... 1932-31 PB—(Before June 23, 1932)..... 1931 PA..... 30U—(Early 1931) ... 1930-29 All Models.....	104	F & R	<b>104D</b>	862B 862B S877A△ S878A△	BL 1936..... BM 1937.....	295	F or R	<b>B-17</b>	1142D 1142D
<b>Pontiac</b>					BO 1937.....	296	F or R	<b>296-D</b>	1142D
1948-46 All Pass. Car Models	2006 292	F R	<b>2006D (half) or B-16A (half) 292D (half) or BC-6 (half)</b>	990A	C6B 1939.....	220	F or R	<b>220D</b>	1173
1942 25KA—Torpedo Six... 26KB—Streamliner Six..... 27KA—Torpedo Eight 28KB—Streamliner Eight.....	2006 292	F R	<b>2006D (half) or B-16A (half) 292D (half) or BC-6 (half)</b>	999 999 990A 990A	C6D 1941.....	221 220	F R	<b>221D</b> <b>220D</b>	1072
1941 All Six Cyl. Models... All Eight Cyl. Models... Taxicab.....	292	F & R	<b>292D or BC-6</b>	999 990A 1057	C7C 1940..... C7D 1941..... C7E 1942.....	221 2004	F R	<b>221D</b> <b>FT-2</b>	1173 1173 1173
1940 All Pass. Car Models...	292	F & R	<b>292D or BC-6</b>	985A or 995	C60A 1938..... C65A 1938..... L5A 1938..... L5B 1939..... L5C 1940.....	299 299 299 220	F R F F or R	<b>B-19 (½ set) 281-D (½ set) FT-2</b> <b>B-19 (½ set) 281-D (½ set) FT-2</b> <b>B-19 (½ set) 281-D (½ set)</b> <b>220D</b>	1169 1169 1059 1061 1061
<b>Pontiac</b>					<b>Studebaker</b>				
1948-47 Champion..... Commander.....	1215 1216	F or R F or R	<b>1215D</b> <b>1216D</b>	821B 993A	1946 5G—Champion Six... 1942 4G—Champion Six... 12A—Commander Six... 8C—President Eight...	1168 1161 1160	F & R F & R F & R	<b>1168D or L-7</b> <b>1161D or L-1A</b> <b>1160D</b>	821B 736A 993A 990

△ 4 required.

○ FT-653D (Fleet-Tested Material) available for heavy duty and commercial service. 2 FT sets required per vehicle.



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Unless otherwise specified, the number of clutch facings required is 2 per vehicle.

NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.	NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.
<b>Studebaker (Continued)</b>					<b>Studebaker Truck (Continued)</b>				
1941 3G—Champion Six.....	1168	F & R	<b>1168D or L-7</b>	821B	<b>K5</b> 1938.....	1161	F or R	<b>1161D</b>	985
11A—Commander Six..	1161	F & R	<b>1161D or L-1A</b>	993A	<b>K10</b> 1938-40.....	1164	F or R	<b>FT-7</b>	981 or 1056
7C—President Eight...	1160	F & R	<b>1160D</b>	990	<b>K15</b> 1938-40.....	184	F	<b>FT-184D</b>	1057B or 1056
1940 2G—Champion Six.....	1168	F & R	<b>1168D or L-7</b>	736A	<b>K15M</b> 1938-40.....	153	R	<b>FT-153D</b>	1057B or 1056
10A—Commander Six..	1161	F & R	<b>1161D or L-1A</b>	993A	<b>K20</b> 1938-40.....	184	F	<b>FT-184D</b>	1163
6C—President Eight...	1160	F & R	<b>1160D</b>	990 or 1057B	<b>K20D</b> 1938-40.....	120	R	<b>FT-120D</b>	1130 I 1163
1939 G—Champion Six.....	1168	F & R	<b>1168D or L-7</b>	736A	<b>K25</b> 1938-40.....	1154	F	<b>FT-9</b>	1130 I
9A—State Commander Six.....	1161	F & R	<b>1161D or L-1A</b>	985	<b>K25M</b> 1938-40.....	1107	R	<b>FT-1107</b>	1130 I
5C—State President Eight.....	1160	F & R	<b>1160D</b>	990	<b>K30</b> 1938-40.....	153	F	<b>FT-153D</b>	1220A
1938 7A—Commander Six..	1161	F & R	<b>1161D or L-1A</b>	985	<b>K30M</b> 1938-40.....	1107	R	<b>FT-1107</b>	1220A
8A—State Commander Six.....					<b>L5</b> 1939.....	1161	F or R	<b>1161D</b>	985
4C—President.....	1160	F & R	<b>1160D</b>	990	<b>M5</b> 1941-48 (coupe express)				993A
1937 5A—Dictator Six.....	1145	F & R	<b>1145</b>	985	<b>M15</b> 1941-42 (standard).....	1188	F	<b>FT-1188D</b>	993A
6A—Dictator Six.....					1945 (Pool Truck, 1½ ton)	1189	R	<b>FT-1189D</b>	993A
3C—President Eight...	1146	F & R	<b>L-5</b>	1056	<b>M15A</b> 1946-48.....	1188 1189	F R	<b>FT-1188D FT-1189D</b>	993A 993A
1936 Dictator Six.....	1101	F & R	<b>L-5</b>	985	<b>M16</b> 1941-48 (heavy duty)...	1190 1191	F R	<b>FT-1190D FT-1191D</b>	1064
President Eight.....	1102	F & R	<b>L-5</b>	1056	<b>M17</b> 1947-48.....	1190 1193	F R	<b>FT-1190D FT-1193D</b>	1064
1935 Commander.....	1102	F & R	<b>L-5</b>	941A	<b>T2</b> 1935.....	260 291	F R	<b>FT-260D FT-291D</b>	941A
Dictator.....	1101	F & R	<b>L-5</b>	955A	<b>T6</b> 1935.....	289 290	F R	<b>289 FT-290D</b>	875△
President.....	1103	F & R	<b>L-5</b>	941A	<b>W7</b> 1935.....	261 244 MS559	F R H	<b>FT-8 FT-244D MS-559</b>	1220C
<b>Studebaker Truck</b>					<b>W8</b> 1935.....	261 244 MS559	F R H	<b>FT-8 FT-244D MS-559</b>	1220C
<b>J5</b> 1937.....	1145	F or R	<b>1145</b>	985 985	<b>2 M2 Ace (c.o.e.)</b> 1936.....	260 291	F R	<b>FT-260D FT-291D</b>	1056
<b>J15</b> 1937.....	184	F	<b>FT-184D</b>	1056	<b>2M6 Boss (c.o.e.)</b> 1936.....	281 290	F R	<b>289 FT-290D</b>	1142D
<b>J15M</b> 1937.....	153	R	<b>FT-153D</b>	1056	<b>2R5</b> 1949.....	1216	F or R	<b>1216D</b>	993A
<b>J20</b> 1937.....	184	F	<b>FT-184D</b>	1163	<b>2R10</b> 1949.....	1216 1225	F R	<b>1216D FT-1225D</b>	993A
<b>J20M</b> 1937.....	120	R	<b>FT-120D</b>	1163	<b>2R15</b> 1949.....	1188 1189	F R	<b>FT-1188D FT-1189D</b>	993A
<b>J25</b> 1937.....	1154	F	<b>FT-9</b>	1130 I	<b>2R16</b> 1949 (Standard).....	1190 1191	F R	<b>FT-1190D FT-1191D</b>	1064
<b>J25M</b> 1937.....	1107	R	<b>FT-1107</b>	1130 I					
<b>J30</b> 1937.....	153	F	<b>FT-153D</b>	1220A					
<b>J30M</b> 1937.....	1107	R	<b>FT-1107</b>	1220A					

■ Available on special order. Cut to exact size from heavy duty material. When ordering specify number of pieces required.

△ 4 required.

◆ Three drillings available. See numerical listings for specific axle applications.



# JOHNS-MANVILLE FRICTION MATERIALS FOR PASSENGER CARS AND LIGHT TRUCKS

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NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.	NAME OF VEHICLE MODEL AND YEAR	BLMA Cat. No.	Brake Loca- tion	J-M Brake Lining Set No.	Clutch Facings Cat. No.
<b>Studebaker Truck</b>					<b>Willys</b>				
<b>(Continued)</b>									
<b>2R17</b> 1949 (Opt'l).....	1190	F	<b>FT-1190D</b>	1064	1948 663 (Station Sedan) (6 Pass.)	1220	F or R	<b>1220D</b>	884
1949.....	1193	R	<b>FT-1193D</b>						
<b>2T2 Ace</b> 1936.....	260	F	<b>FT-260D</b>	1056	1947 CJ-2A.....	2011	F or R	<b>2011D</b>	884
	291	R	<b>FT-291D</b>		(¾ & 1 Ton) 2WD....	1219	F or R	<b>1219D</b>	884
					(1 ton) 4WD.....				
<b>2W6 Boss</b> 1936.....	289	F	<b>289</b>	1142D	1947-46 4-63 (Jeep Station Wagon).....	1220	F or R	<b>1220D</b>	884
	290	R	<b>FT-290D</b>						
<b>2W7 Mogul</b> 1936.....	261	F	<b>FT-8</b>	1220C	1942 Station Wagon.....	2011	F & R	<b>2011D or</b>	736A
	244	R	<b>FT-244D</b>		Americar (442).....			<b>L-7</b>	
					MB—Jeep.....				
<b>2W8 Chief</b> 1936.....	261	F	<b>FT-8</b>	1220C	PD—Commercial	294	F & R	<b>294D or</b>	736A
	244	R	<b>FT-244D</b>		(442).....			<b>B-15A</b>	736A
	MS559	H	<b>MS-559</b>		PU—Commercial				736A
					(442).....				
<b>Terraplane</b>					1941 Americar (441).....	2011	F & R	<b>2011D or</b>	736A or 736C
1938-36 All Models.....	294	F & R	<b>294D or</b>	None Used	MA—Jeep.....	2011	F & R	<b>2011D or</b>	736A
			<b>B-15A</b>		SC, SCOF—Commer- cials.....	266	F & R	<b>B-3</b>	736A
1935 G—Special.....	282	F & R	<b>282D or</b>	None Used	1940 Speedway (440).....	2011	F & R	<b>2011D or</b>	736A
GU—Deluxe.....			<b>B-15A</b>		Deluxe (440).....			<b>L-7</b>	736A
<b>Trailers (Hometrailers)</b>					SC—Commercial (440).....	282	F & R	<b>282D or</b>	736A
All Models								<b>B-15A</b>	
Adams Coach.....	6020	R	<b>6020</b>	None Used	1939 All Models.....	282	F & R	<b>282D or</b>	896A or 736A
American Coach.....								<b>B-15A</b>	
Continental Trailer.....					1938-33 All Models.....	266	F & R	<b>B-3</b>	736A
Drexler Coach.....									
Hoosier Rambler.....									
La Salle Coach.....									
Liberty Coach.....									
Luxor Trailer.....									
Main Liner.....									
Millcraft Trailer.....									
Modern Trailer.....									
Roycraft Trailer.....									
Stewart Coach.....									
Trotwood Trailer.....									
Vagabond Coach.....									
Zimmer Trailer.....									

Available on special order. Cut to exact size from heavy duty material. When ordering specify number of pieces required.





# NUMERICAL LISTING for PASSENGER CARS and LIGHT TRUCKS



## J-M 4 STAR PASSENGER CAR SETS—J-M FLEET TESTED SETS

Each set contains material for a complete car (4 wheels). Sets designated by suffix "D" are drilled and cut to the exact size of corresponding BLMA Number. All other sets are universal and fit BLMA Catalog Numbers listed beside the J-M Set Number.

### **B-3 B.L.M.A. CAT. NOS. 259, 266** 8 pcs. 1-3/4 x 11/64 x 11-15/16

**FOR  
BENDIX  
BRAKES**

Nash, 1936, 3620 Amb. Six; 1935-34, Lafayette; 1935, 3520; 1934, 1220-Big Six Willys, 1941, SC441, SCOF441P, Comm.; 1940, SC440 Comm.; 1939, 48, SC-48 Com'l.; 1938, 38, SC-38 Com'l.; 1937, 37; 1936, 77A (4 cyl.); 1937-33, Panel Delivery; 1935-33, 77 (4 cyl.)

### **BC-6 B.L.M.A. CAT. NOS. 253, 284, 286, 292, 2000, 2002, 2003, 2016** 8 pcs. 1-3/4 x 3/16 x 12-31/32

**FOR  
BENDIX  
BRAKES**

Hudson, 1949-48, 480; 1942-41, All Eight Cyl. Models; 1941, 10C Comm.; 1940, 43 Country Club Six; 1935, HHU Custom; 1934, All Eight Cyl. Models  
Lincoln, 1948-41, All Models; 1940-36, Zephyrs  
Oldsmobile, 1948, All Six Cyl. and Special Eight; 1946, Series 66 and 76; 1942, Series 66, 68, and 76; 1941, Series 66 and 68; 1940-37, All Six Cyl. Models; 1939, 80 Eight (L39); 1938, L38 Eight; 1934, L34 Eight; 1933-32, All Models  
Packard, 1947-42, 2000, 2010, 2020, Sixes, 2001, 2011, 2021 Eights, Taxicab; 1941, 1900 Spec. Six 110, 1901 Eight 120; 1940, 1800 Six 110, 1801 Eight; 1939, 1700 Six; 1938, 1600 Six; 1937, 115C Six  
Pontiac, 1948-34, All Six and Eight Cyl. Models; 1932, Six Cyl. Model  
Pak-Age Car, 1941-39, All Models

### **B-15A B.L.M.A. CAT. NOS. 282, 284, 294, 2012** 8 pcs. 1-3/4 x 3/16 x 11-15/16

**FOR  
BENDIX  
BRAKES**

Hudson, 1947-41, Cab Pick-up; 1942-41, All Six Cyl. Models; 1941, 10C Comm.; 1940-39, 1/2-ton and 3/4-ton Comm.; 1940-36, All Models; 1935, HHU Custom; 1934, Eight Major Series  
Terraplane, 1938-35, All Models; 1934, Challenger, K-Standard Six, K-Comm.  
Willys, 1942, PD Comm. (442), PU Comm. (442)

### **B-16A B.L.M.A. CAT. NOS. 220, 281, 296, 2006** 8 pcs. 2 x 3/16 x 13

**FOR  
BENDIX  
BRAKES**

Buick, 1939-37, 60 Century, 80 Roadmaster; 1936, 36-60, 36-80  
Cadillac, 1948-41, 60 Spec.; 61, 62, 63; 1940, V8-60 Spec.; V8-62; 1939, V8-60 Spec., V8-61; 1938, V8-60 Spec., V8-60; 1937, V8-60, V8-65, V8-70; 1936, V8-3660  
LaSalle, 1940-34, All Models  
Oldsmobile, 1948-42, All Models; 1941, 76 Dynamic Six, 78 Dynamic Eight, 96 Custom Six, 98 Custom Eight; 1940, 90 Eight (L40); 1936, L36 Eight; 1935, L35 Eight  
Packard, 1948, 2240 (6 Cyl. Taxicab), 2222 (8 Cyl. Super), 2206 (8 Cyl. (Custom), 2233 (8 Cyl. Custom); 2220 (6 Cyl. Taxicab); 1947-46, 2130 (6 Cyl. Taxicab); 1947-42, 2003, 2023 Super Eight 160, 2006 Custom Super Eight 180; 1941, 1903 Super Eight 160, 1906 Custom Super Eight 180; 1940, 1803 Super Eight 160, 1806 Custom Super Eight 180  
Pontiac, 1948-42, All Pass. Car Models  
Sayers & Scoville, 1941, C6D; 1940, L5C; 1939, L5B, C6B; 1938, C60A; 1937, B4D, B0

### **B-17 B.L.M.A. CAT. No. 295** 4 pcs. 2 x 1/4 x 12-9/32 4 pcs. 2 x 1/4 x 15-1/32

**FOR  
BENDIX  
BRAKES**

Buick, 1948, 1942-41, 90-Limited; 1940, 80- and 90-Limited; 1939-36, 90 Models

### **B-18 B.L.M.A. CAT. NO. 293** 8 pcs. 2 x 5/32 x 11-1/32

**FOR  
BENDIX  
BRAKES**

Nash, 1936, "400" DeLuxe 3640-A; 1936, "400" 3640; Lafayette 3610; 1935, 3540

### **B-19 B.L.M.A. CAT. NOS. 221, 277, 280, 299, 2005, 2015** 8 pcs. 2-1/4 x 3/16 x 12-31/32

**FOR  
BENDIX  
BRAKES**

Buick, 1948-40, 60 Century, 70 Roadmaster  
Cadillac, 1948-41, 60 Spec., 61, 62, 63, 67, 75; 1940, V8-60 Spec., V8-62, V8-72; 1939, V8-60 Spec.; 1938, V8-60, V8-65; 1937, V8-60, V8-65, V8-70  
LaSalle, 1938-37, V8-50  
Nash, 1940-36, Amb. Eights; 1935, 3580; 1934, 1280 Advance Eight  
Oldsmobile, 1948-42, 78 Dynamic Eight, 98 Custom Eight  
Packard, 1947-42, 2003, 2004 Super Eight 160, 2006, 2007, 2008 Custom Super Eight 180, Taxicab; 1941, 1904, 1905 Super Eight 160, 1907, 1908 Custom Super Eight 180, 1901A Comm.; 1940, 1804, 1805 Super Eight 160, 1807, 1808 Custom Super Eight 180, 1801A Comm.; 1939, 1702 Eight 120, 1703, 1705 Super Eight; 1938, 1601, 1602 Eight 120; 1937-36, Ambulance Hearse  
Pak-Age Car, 1941-39, All Models

### **L-1A B.L.M.A. CAT. NOS. 192, 1106, 1161, 1162** 8 pcs. 2 x 3/16 x 11-1/2

**FOR  
LOCKHEED  
BRAKES**

Chrysler, 1942, C-34 Royal, Windsor; 1941, C-28 Royal, Windsor; 1940, C-25 Royal, Windsor; 1939, C-22 Royal, Taxicab; 1938, C-18 Royal; 1937, C-14 Imperial; 1936, C-7 Six, C-8 DeLuxe Eight; 1935, Eight-CZ; 1934, Six-CA, DeLuxe-CB  
DeSoto, 1942-41, S-10 DeLuxe; 1941, S-8 Custom, DeLuxe; 1940, S-7 Custom, DeLuxe; 1939, S-6 Custom DeLuxe; 1938, S-5; 1936, S-1 Custom Air-stream, S-2 Airflow; 1935, SG; 1934, SE  
Dodge, 1942-41, D22 DeLuxe, Taxicab; 1941, D-19 Custom, DeLuxe; 1940, D-14 Luxury Liner DeLuxe, D-17 Luxury Liner Spec.; Taxicab; 1939, D-11 Spec., Taxicab; 1938, D-8, Taxicab  
Graham, 1941-38, Hollywood  
Studebaker, 1942-38; All Commander Sixes

### **L-4 B.L.M.A. CAT. NOS. 193, 1147, 1166, 1014** 8 pcs. 2 x 1/4 x 12-15/16

**FOR  
LOCKHEED  
BRAKES**

Chrysler, 1937, C-15 Custom Imperial, C-17 Airflow; 1936, C-9 Airflow, C-10 Imperial Airflow; 1935, C-1, C-2, C-3 Eights; 1934, CU-Eight, CV-Imperial  
DeSoto, 1947-42, S-10 Taxicab; 1941-38, Taxicab  
Dodge, 1942-38, Taxicab (Some)  
Nash, 1939, 3910 Lafayette; 1938, 3810 Lafayette; 1937, 3720 Amb. Six (After N9-8919); 3710 Lafayette (After LH-2918)

### **L-5 B.L.M.A. CAT NOS. 199, 416, 1101, 1102, 1103, 1117, 1146** 8 pcs. 1-3/4 x 1/4 x 14-3/8

**FOR  
LOCKHEED  
BRAKES**

Graham, 1940, 108 Senior, DeLuxe, 107 Supercharger; 1939-38, 96 Spec., 97 Supercharger; 1937, 160, 120 Superchargers; 1936, 90 Cavalier, 110 Supercharger; 1935, 73; 1934, 68 Standard Six  
Studebaker, 1937-35, President; 1936-34, Dictator; 1935, Commander

### **L-7 B.L.M.A. CAT. NOS. 1111, 1168, 1175, 2007, 2001** 4 pcs. 1-3/4 x 3/16 x 11-17/32 4 pcs. 1-3/4 x 3/16 x 9-11/32

**FOR  
LOCKHEED  
BRAKES**

Graham, 1937, 85 Crusader, 95 Cavalier; 1936, 80 Crusader; 1935, 74  
Nash, 1948-41, Ambassador "600" Six  
Studebaker, 1946-39, Champion Six  
Willys, 1942, Americar (442), MB Jeep; 1941, Americar (441), JA Jeep  
1940, Speedway, DeLuxe (440)

### **FT-2 4 pcs. 2-1/2 x 3/16 x 12-31/32**

Cadillac, 1948-41, 75; 1940, V8-72  
Hess & Eisenhart, 1947  
Packard, 1948, 8 Cyl. Custom; 1947-42, 2123; 2126; 1941-40, 180 Custom  
1938, Super Eight; 1937, Eight  
Sayers & Scoville, 1942, C7E; 1938, C65A

### **FT-3 2 pcs. 2-1/4 x 3/16 x 17-7/16 2 pcs. 2-1/4 x 3/16 x 17-1/8**

Dodge Truck

### **FT-4 4 pcs. 2-1/4 x 3/16 x 17-1/32**

International Harvester Truck

### **FT-7 4 pcs. 2 x 1/4 x 16-3/16**

Checker Cab, 1940, A (early models)  
Chevrolet Truck  
Studebaker Truck

### **FT-8 2 pcs. 2-1/4 x 1/4 x 17-3/16 2 pcs. 2-1/4 x 1/4 x 18-25/64**

Studebaker Truck

### **FT-9 2 pcs. 2-1/4 x 1/4 x 17 2 pcs. 2-1/4 x 1/4 x 14-11/16**

Chrysler, 1939, C24; 1938, C20  
Studebaker Truck





# NUMERICAL LISTING—J-M 4 STAR SETS and J-M FLEET TESTED SETS



## FT-10

2 pcs. 2-1/2 x 1/4 x 17-1/8  
2 pcs. 2-1/2 x 1/4 x 19-5/8

Lincoln, 1940, V12  
Packard

## FT-11

4 pcs. 2-1/2 x 1/4 x 18

Chrysler, 1935-34, CW

## FT-14

4 pcs. 4 x 1/4 x 18-1/2

Dodge Truck  
International Harvester Truck

## FT-16

4 pcs. 3 x 5/16 x 18-3/8

International Harvester Truck

## FT-23

2 pcs. 2-1/4 x 3/8 x 17-19/64  
2 pcs. 2-1/4 x 3/8 x 14-1/2

Checker Cab, 1935-33, T  
Sayers & Scoville, 1935, BH, BI

## 101\*

4 pcs. 1-3/4 x 3/16 x 10-1/2  
4 pcs. 1-3/4 x 3/16 x 12

D.D. 12

Dodge Truck

## 104 D

4 pcs. 1-1/2 x 3/16 x 11-1/2  
4 pcs. 1-1/2 x 3/16 x 9-1/2

D.D. 11

Plymouth, 1939-29 All Models

## 105\*

4 pcs. 1-3/4 x 3/16 x 13  
4 pcs. 1-3/4 x 3/16 x 14-7/8

D.D. 14

Dodge Truck

## 107■

2 pcs. 2-1/4 x 3/16 x 13-7/8  
2 pcs. 2-1/4 x 3/16 x 16-7/8

D.D. 16  
D.D. 16

Dodge Truck

## 110■

2 pcs. 4 x 5/16 x 14-1/4  
2 pcs. 4 x 5/16 x 17-3/4

D.D. 17-1/4  
D.D. 17-1/4

Dodge Truck

## FT-120D

2 pcs. 3 x 1/4 x 17  
2 pcs. 3 x 1/4 x 12-5/8

D.D. 16

Dodge Truck  
Studebaker Truck

## 145 D

8 pcs. 2 x 3/16 x 10-5/16

D.D. 10

Chrysler, 1935, C-6 Six  
DeSoto, 1936, S-1 DeLuxe Airstream (Before 7-1-36); 1935, SF  
Dodge, 1936, D-2 (Before 7-1-36), DU-Six, 1934, DR-Six, DS-Six  
Plymouth, 1936, P-1, P-2 DeLuxe (Before 7-1-36); 1935, PJ, PJX, 1934, PE  
DeLuxe

## FT-145D

4 pcs. 2 x 3/16 x 10-5/16

D.D. 10

Dodge Truck

## 145-37 D

6 pcs. 2 x 3/16 x 10-5/16 (No. 145D)  
2 pcs. 2 x 3/16 x 7-11/16 (No. 1137D)

D.D. 10

Chrysler, 1937, C-16 Royal Six  
DeSoto, 1937, S-3; 1936, S-1 DeLuxe Airstream (After 7-1-36)  
Dodge, 1937, D-5; 1936, D-2 (After 7-1-36)  
Plymouth, 1946, P15; 1941-38, All Comm. Models; 1937, All Models; 1936,  
P-1, P-2 DeLuxe (After 7-1-36)

## FT-153D

2 pcs. 2-1/4 x 1/4 x 12-5/8  
2 pcs. 2-1/4 x 1/4 x 17

D.D. 16

Ford Truck  
Studebaker Truck

## 159■

2 pcs. 2-1/4 x 3/8 x 14-1/2  
2 pcs. 2-1/4 x 3/8 x 17

D.D. 15-1/4  
D.D. 15-1/4

Checker Cab, 1935-33, T  
Sayers & Scoville, BH 1935, BI 1935

## FT-170AD

2 pcs. 3-1/2 x 3/8 x 12-25/32  
2 pcs. 3-1/2 x 3/8 x 17-3/16

D.D. 16-1/4

Dodge Truck

## 174\*

4 pcs. 2 x 3/16 x 11-3/8  
4 pcs. 2 x 3/16 x 13

D.D. 13

Dodge, 1933, DO

## 179 D

4 pcs. 1-1/2 x 3/16 x 10-5/16  
4 pcs. 1-1/2 x 3/16 x 8-3/4

D.D. 10

Dodge, 1933, DP-Six  
Plymouth, 1933, PC (Before Car 1817101) PD DeLuxe

## 182\*

4 pcs. 2 x 3/16 x 11-3/4  
4 pcs. 2 x 3/16 x 14-1/8

D.D. 13

Graham, 1935, 72, 75

## FT-184D

4 pcs. 2 x 1/4 x 16-3/16

D.D. 14

G.M. Taxi, 1936-33  
Studebaker Truck

## 187 D

4 pcs. 1-1/2 x 3/16 x 10-5/16  
4 pcs. 1-1/2 x 3/16 x 6-1/8

D.D. 10

Plymouth, 1934, PF, Standard PG; 1933, PC (After Car 1817101)

## 192 D

8 pcs. 2 x 3/16 x 11-15/32

D.D. 11

Chrysler, 1938, C-18 Six; 1937, C-14; 1935, CZ-Eight  
De Soto, 1936, S-1 Custom Airstream, S-2, Airflow; 1935, SG

## 192-61AD

4 pcs. 2 x 3/16 x 11-15/32 (No. 192AD) D.D. 11  
2 pcs. 2 x 3/16 x 8-7/8 }  
2 pcs. 2 x 3/16 x 11-17/32 } (No. 1161AD)

Chrysler, 1948-46, C38 Six  
De Soto 1948-46, S11  
Dodge, 1948-46 D24

## FT-192D

4 pcs. 2 x 3/16 x 11-15/32

D.D. 11

Dodge Truck  
Chrysler, 1938, C18 Six; 1937, C14 Eight; 1936, C-7, C-8; 1935, CZ Eight

## FT-192AD

4 pcs. 2 x 3/16 x 11-15/32

D.D. 11

Dodge Truck

## 193■

4 pcs. 2 x 1/4 x 12-7/8

D.D. 13

Chrysler, 1937, C-15 Custom Imperial Eight  
Dodge Truck

## 194\*

4 pcs. 2-1/4 x 1/4 x 15-1/2

D.D. 15

Chrysler, 1935-34, CW-Custom Imperial Eight

## 195 D

4 pcs. 2 x 3/16 x 10-5/16  
4 pcs. 2 x 3/16 x 6-1/8

D.D. 10

Dodge, 1934, DR-Six, DS-Six  
Plymouth, 1934, PE DeLuxe





## 199\* 4 pcs. 1-3/4 x 1/4 x 11-3/4 D.D. 11

Graham, 1940, 108 Senior, Deluxe Six  
107 Supercharger Six  
1939-38, 96 Special Six  
97 Supercharger Six  
1937, 116 Supercharger  
120 Custom Supercharger  
1936, 90 Cavalier  
110 Supercharger  
1935, 73

## FT-210 4 pcs. 2 x 3/16 x 15-3/16 D.D. 14

International Harvester Truck

## FT-215D 4 pcs. 2 x 1/4 x 15-1/16 D.D. 14

International Harvester Truck

## FT-216D 2 pcs. 2-1/2 x 5/16 x 16-17/64 D.D. 15 2 pcs. 2-1/2 x 5/16 x 18-25/64

International Harvester Truck

## FT-217D 2 pcs. 3 x 3/8 x 17-3/8 D.D. 16 2 pcs. 3 x 3/8 x 19-5/8

International Harvester Truck

## FT-218D 2 pcs. 2-1/4 x 1/4 x 16-9/32 D.D. 15 2 pcs. 2-1/4 x 1/4 x 18-25/64

International Harvester Truck

## FT-219D 2 pcs. 2-1/2 x 1/4 x 17-3/8 D.D. 16 2 pcs. 2-1/2 x 1/4 x 19-5/8

International Harvester Truck

## 220 D 4 pcs. 2 x 3/16 x 13 D.D. 12 4 pcs. 2 x 3/16 x 11-1/2

Cadillac, 1940, V8-62; 1939, V8-60, 61  
LaSalle, 1940, V8-50, 52 Special; 1939, V8-50  
Packard, 1948, 2240 (6 Cyl. Taxicab), 2222 (8 Cyl. Super), 2206 (8 Cyl. Custom), 2233 (8 Cyl. Custom), 2220 (6 Cyl. Taxicab); 1947, 2130 (6 Cyl. Taxicab), 1947-42, 160, Super Eight; 2103, 2003 (Clipper) 2106 (Special), 2023, 180-Custom Super Eight; 2106, 2006 (Clipper) 2006 (Special); 1940, 160, Super Eight, 1803, 180 Custom Super Eight, 1806  
Sayers & Scoville, 1941 C6D; 1940-39, L5C, L5B; 1939, C6B

## 221 D 4 pcs. 2-1/4 x 3/16 x 13 D.D. 12 4 pcs. 2-1/4 x 3/16 x 11-1/2

Cadillac, 1948-41, 60 Special, 61, 62, 63, 67, 75; 1940, V8-60 Special, V8-62; V8-72; 1939, V8-60 Special  
Packard, 1948, 2222 (8 Cyl. Super), 2206 (8 Cyl. Custom), 2233 (8 Cyl. Custom), 2220 (6 Cyl. Taxicab); 1947-42, 160-Super Eight, 2103, 2003 (Clipper), 2106, 180-Custom Super Eight, 2106, 2006, (Clipper), 2006 (Special), Taxicab

## 221-220 D 2 pcs. 2-1/4 x 3/16 x 13 2 pcs. 2-1/4 x 3/16 x 11-1/2 2 pcs. 2 x 3/16 x 13 2 pcs. 2 x 3/16 x 11-1/2

Packard  
Cadillac

## 223\* 4 pcs. 2-1/4 x 1/4 x 13-5/8 D.D. 14 4 pcs. 2-1/4 x 1/4 x 15

Cadillac, 1940, V8-75, V16-90; 1939, V8-75, V16-90

## 224\* 4 pcs. 2-1/4 x 1/4 x 12-1/4 D.D. 14 4 pcs. 2-1/4 x 1/4 x 15

Cadillac, 1938, V8-75, V16-90; 1937, V8-75, V12-85, V16-90

## FT-227 4 pcs. 1-3/4 x 3/16 x 13-3/8 D.D. 12

International Harvester Truck

## FT-232D 4 pcs. 2-1/2 x 1/4 x 17-7/8 D.D. 16

International Harvester Truck

## 234■ 4 pcs. 2-1/2 x 3/16 x 13 D.D. 12

Cadillac, 1938, V8-65  
Packard, 1948, 2226, (Eight Cylinder Custom) 1947-42, 21, 23, 2126  
Sayers & Scoville, 1938, C-65A

## 235\* 8 pcs. 2-3/4 x 1/4 x 15 D.D. 14

Packard, 1939-37, Twelve

## 237 D 8 pcs. 2 x 3/16 x 11-1/16 D.D. 10

Nash, 1948-42, Ambassador Six; 1942-41, Ambassador Eight; 1940, Lafayette Six; 1938, Lafayette Six; 1937, Ambassador Six (Before Serial No. N9-8919), Lafayette Six (Before Serial No. LH-2918)

## 239■ 4 pcs. 2-1/4 x 3/16 x 16-3/4 D.D. 15

International Harvester Truck

## FT-244D 4 pcs. 4 x 3/8 x 18-1/2 D.D. 17-1/4

International Harvester Truck  
Studebaker Truck

## FT-245 4 pcs. 5 x 3/8 x 18-1/2 D.D. 17-1/4

Dodge Truck

## FT-246 4 pcs. 3 x 3/8 x 18-1/2 D.D. 17

Dodge Truck

## FT-247 4 pcs. 3 x 1/4 x 18-1/4 D.D. 17

International Harvester Truck

## 248■ 4 pcs. 4 x 1/4 x 18-3/8 D.D. 17

International Harvester Truck

## 253 D 8 pcs. 1-3/4 x 3/16 x 12-31/32 D.D. 12

Buick, 1935-34, 40  
Lincoln, 1948-41, All Models; 1940-36, Zephyrs  
Oldsmobile, 1934, L34 Eight  
Pontiac, 1934, 8 Cyl. Models

## 253 AD 8 pcs. 1-3/4 x 3/16 x 12-31/32 D.D. 12

Packard, 1940, 1801 Eight 120; 1939, 1701 Eight 120; 1938, 1601 Eight 120; 1937, 120C Eight; 1936, 120A, 120B Eight; 1935, 120 Eight

## FT-254D 4 pcs. 1-1/2 x 3/16 x 12-31/32 D.D. 12

International Harvester Truck

## 259\* 4 pcs. 1-3/4 x 5/32 x 11-7/8 D.D. 11

Nash, 1936, 3620 Ambassador Six; 1935, 3520

## FT-260D 4 pcs. 1-3/4 x 1/4 x 13-11/16 D.D. 12

International Harvester Truck  
Studebaker Truck

## 261■ 4 pcs. 2-1/4 x 1/4 x 17 D.D. 15-1/8

Studebaker Truck

## FT-264D 4 pcs. 3 x 3/8 x 18-19/32 D.D. 17-1/4

International Harvester Truck

## 266■ 4 pcs. 1-3/4 x 5/32 x 9-5/8 D.D. 9

Willys, 1941, SC, SCOF Commercials; 1938-33, All Models

## 271\* 4 pcs. 1-3/4 x 1/4 x 15 D.D. 14 4 pcs. 2-1/4 x 1/4 x 15

Packard, 1936-35, Eight, Super Eight

## 272\* 2 pcs. 1-7/8 x 1/4 x 16-1/4 D.D. 15-1/8 2 pcs. 2-1/2 x 1/4 x 16-1/4

Packard, 1936, Twelve

## 273\* 8 pcs. 2-1/4 x 1/4 x 15 D.D. 14

Cadillac, 1938, V8-75, V16-90; 1937, V8-75, V12-85, V16-90; 1936, V8-3670,-75  
V12-3680,-85  
Packard, 1936-35, Eight, Super-Eight; 1935, Twelve

## 274\* 4 pcs. 2-1/2 x 1/4 x 16-1/4 D.D. 15-1/8

Lincoln, 1940, V12; 1939, V-12; 1938, V12; 1937, V12; 1936, V12; 1935, V12; 1934, V12





## 277 D

8 pcs. 2-1/4 x 3/16 x 11-31/32 D.D. 11

Nash, 1940-37, Ambassador Eight

## 280\*

4 pcs. 2-1/4 x 5/32 x 11-7/8 D.D. 11

Nash, 1936, 3680 Ambassador Eight; 1935, 3580

## 281 D

8 pcs. 2 x 3/16 x 12-31/32 D.D. 12

Cadillac, 1938, V8-60, V8-60 Spec.; 1937, V8-60, V8-65, V8-70; 1936, V8-3660 LaSalle, 1938-37, V8-50; 1936, 36-50; 1935, 35-50 Oldsmobile, 1936, L-36 Eight; 1935, L-35 Eight

## 282 D

8 pcs. 1-3/4 x 3/16 x 9-19/32 D.D. 9

Hudson, 1940, Traveler Six, Deluxe Six; 1939, 90-112 DeLuxe Six; 1938, 89-112 Six Terraplane, 1935, G-Special, GU-DeLuxe, K-Comm. Willys, 1940, SC Commercial (440); 1939, All Models

## 283\*

8 pcs. 2-1/4 x 3/16 x 9-5/8 D.D. 9

Hudson, 1935, GH, HU

## 284 D

8 pcs. 1-3/4 x 3/16 x 11-29/32 D.D. 11

Ford Truck Hudson, 1941, 10C Comm.; 1940-39, Country Club Eights; 1940, Country Club Six, 44, 45 Eights; 1938-36, Custom Deluxe Eights; 1935, HHU Custom Packard, 1940, 1800 Six 110; 1939, 1700 Six; 1938, 1600 Six; 1937, 115C Six

## 286 D

4 pcs. 1-3/4 x 3/16 x 10-3/32 D.D. 12  
4 pcs. 1-3/4 x 3/16 x 12-31/32

Oldsmobile, 1939, 80 Eight (L39); 1938, L-38 Eight; 1937, L-37 Eight Pontiac, 1938-35, All Models

## 286 AD

4 pcs. 1-3/4 x 3/16 x 10-3/32 D.D. 12  
4 pcs. 1-3/4 x 3/16 x 12-31/32

Buick, 1949-41, 50, 40-Spec., 40A-Spec., 40B, 50-Super; 1940, 40-Spec. 50-Super; 1939-37, 40-Spec.; 1936, 36-40

## 287 D

8 pcs. 2 x 3/16 x 11-21/32 D.D. 11

Ford Truck Oldsmobile, 1936, F-36 Six; 1935, F-35 Six

## 289

4 pcs. 2 x 5/16 x 15-1/8 D.D. 14-1/8

Studebaker Truck

## FT-290D

4 pcs. 3 x 3/8 x 18-3/16 D.D. 16

International Harvester Truck

## FT-291D

4 pcs. 2-1/2 x 5/16 x 17-1/8 D.D. 15

International Harvester Truck Studebaker Truck

## 292 D

4 pcs. 1-3/4 x 3/16 x 9-11/32 D.D. 11  
4 pcs. 1-3/4 x 3/16 x 11-31/32

Hudson, 1949-48, 480; 1946, 53, 54; 1947-41, Commodore Eights, Commodore Custom Eights Oldsmobile, 1948-42, All Six Cyl. and Special Eight; 1941, 66 Spec. Six, 68 Spec. Eight; 1940-39, 60, 70 Sixes; 1938, F-38 Six; 1937, F-37 Six Pontiac, 1948-39, All Models

## 292 AD

4 pcs. 1-3/4 x 3/16 x 9-11/32 D.D. 11  
4 pcs. 1-3/4 x 3/16 x 11-31/32

Hudson, 1947-41, All Eight Cyl.

## 293\*

4 pcs. 2 x 5/32 x 11 D.D. 10

Nash, 1936, 3610 Lafayette, 3640 "400", 3640A "400" DeLuxe

## 294 D

8 pcs. 1-3/4 x 3/16 x 11-1/16 D.D. 10

Hudson, 1940, 41 Super Six, 48 Big Boy, 1/2- and 3/4-ton Comm.; 1939, 91 Pacemaker Six, 92 DeLuxe Six, 93 Country Club Six, 98 Big Boy, 1/2- and 3/4-Ton Comm.; 1938, 83 Custom Six; 1937, 73 Custom Six; 1936, 61, 62, 63 Sixes Terraplane, 1938-36, All Models Willys, 1942, PD, PU Comm. (442)

## 294 AD

8 pcs. 1-3/4 x 3/16 x 11-1/16 D.D. 10

Ford, 1949, Six V8

## 295\*

2 pcs. 2 x 1/4 x 12-1/4 D.D. 14  
2 pcs. 2 x 1/4 x 15 D.D. 14

Buick, 1940, 80 & 90 Limited; 1939, 90 Limited; 1938, 90 Limited; 1937, 90 Limited; 1936, 36 Limited Sayer & Scovill, BL-1936; BM-1937

## 296 D

2 pcs. 2 x 3/16 x 10-1/8 D.D. 12  
2 pcs. 2 x 3/16 x 13 D.D. 12

Buick, 1939, 60 Century, 80 Roadmaster; 1938, 60 Century, 80 Roadmaster; 1937, 60 Century, 60 Roadmaster; 1936, 60 Century, 80 Roadmaster

## 297

4 pcs. 2-1/4 x 3/16 x 17 D.D. 15

International Harvester Truck

## 299 D

4 pcs. 2-1/4 x 3/16 x 13 D.D. 12

Cadillac, 1938, V8-60, V8-65; 1937, V8-60 La Salle, 1938, V8-50 Packard, 1947-42, 2004, 2005, 2007, 2008

## 310 D

8 pcs. 1-1/2 x .156/.176 x 14-3/8 D.D. 11

Ford, 1931-28, A Ford Truck, 1931-28, A, 1/2-Ton; 1930-28, AA, 1 1/2-Ton

## 515 D

8 pcs. 1-1/2 x .172/.182 x 15-7/8 D.D. 12

Ford, 1934-33, 40-V8; 1933, 46-4 Cyl.; 1932, 18-V8, B-4 Cyl.

## 516

4 pcs. 1-1/2 x .182/.193 x 15-7/8 D.D. 12

Ford, 1932, 18-V8 (Oversize), B-4 Cyl. (Oversize)

## 518\*

2 pcs. 1-1/2 x 3/16 x 9-1/4 D.D. 8

Harley-Davidson Motorcycle

## 520 D

4 pcs. 1-1/2 x 3/16 x 10-7/64 D.D. 10  
4 pcs. 1-1/2 x 3/16 x 5-9/64

Chevrolet, 1933, CC-Std. Six, Mercury

## 548 D

4 pcs. 1-1/2 x 3/16 x 11-21/32 D.D. 11-1/2  
4 pcs. 1-1/2 x 3/16 x 5-29/32

Chevrolet, 1932, BB 1/2-Ton Truck, BA Confederate; 1931, AE; 1930, AD-Six Chevrolet Tr., 1932, N, 1 1/2-Ton (front only); 1931, LT 1 1/2-Ton (front only), 1930, LS, LR, 1 1/2-Ton (front only) G. M. C. Tr., 1932, T-18, T-23 (front only)

## 549\*

8 pcs. 1-3/4 x 3/16 x 4-1/4 D.D. 11-1/2

Chevrolet, 1932.

## 592

4 pcs. 3 x 5/16 x 17-3/4 D.D. 17-1/4

International Harvester Truck

## 614 D

4 pcs. 1-3/4 x 3/16 x 12-9/16 D.D. 12  
4 pcs. 1-3/4 x 3/16 x 6-15/32

Chevrolet, 1933, CA-Master Six Eagle; 1/2-Ton Truck Chevrolet Tr., 1933, Utility, 1 1/2-Ton (front only) G. M. C. Truck, 1933, T-18, T-23 (front only)

## 627 D

8 pcs. 1-3/4 x 3/16 x 12-9/16 D.D. 12

Buick, 1935-34, 50 Chevrolet, 1935, EA-Master Six, EB 1/2-Ton Comm.; 1934, DA-Master Six, DB 1/2-Ton Comm. G. M. C. Truck, 1934, T-16, T-18, T-23

## 629\*

8 pcs. 1-3/4 x 3/16 x 14-7/8 D.D. 14

Buick, 1935-34, 60

## 630\*

8 pcs. 2-1/4 x 3/16 x 14-7/8 D.D. 14

Buick, 1935-34, 90

## 631\*

2 pcs. 2 x 1/4 x 15-5/8 D.D. 15  
2 pcs. 2 x 3/16 x 14-1/4 BA, BB

Cadillac, 1936, V16-3690; 1935-34, V8-355D, V12-370D, V16-452D

## 633 D

8 pcs. 1-1/2 x 3/16 x 10-15/32 D.D. 10

Chevrolet, 1934, DC-Standard Six





# NUMERICAL LISTING—J-M 4 STAR SETS and J-M FLEET TESTED SETS



<b>642 D</b>	8 pcs. 1-3/4 x 3/16 x 13-1/4	D.D. 12
Ford, 1938-35, All Models		
<b>FT-642 D</b>	4 pcs. 1-3/4 x 3/16 x 13-1/4	D.D. 12
Ford Truck		
<b>643 D</b>	8 pcs. 1-3/4 x 3/16 x 10-5/16	D.D. 10
Chevrolet, 1935, EC-Standard Six		
<b>FT-644 D</b>	4 pcs. 2 x 1/4 x 14-3/4	D.D. 14
Chevrolet Truck		
<b>FT-645 D</b>	2 pcs. 3 x 1/4 x 9-1/2 2 pcs. 3 x 1/4 x 18-5/32	D.D. 16
Chevrolet Truck		
<b>646■</b>	4 pcs. 3 x 1/4 x 6-7/8	D.D. 16
Chevrolet Truck, 1935, QD; 1936, RD		
<b>FT-647 D</b>	4 pcs. 2-1/2 x 1/4 x 17-3/4	D.D. 14
Ford Truck		
<b>648■</b>	4 pcs. 1-1/2 x 3/16 x 41-3/4	D.D. 14
Ford Truck		
<b>653 D</b>	8 pcs. 1-3/4 x 3/16 x 11-3/4	D.D. 11
Chevrolet, 1948-36, All Models (1/2-Ton and Pass. Cars); 1946-37, 3/4-Tons; 1938, 1-Ton; 1937, 1-Ton General Motors Taxicab, 1940-37, All Models; 1936, 016		
<b>FT-653 D</b>	4 pcs. 1-3/4 x 3/16 x 11-3/4	D.D. 11
Chevrolet Truck Taxi		
<b>FT-654 D</b>	4 pcs. 3 x 1/4 x 18-5/32	D.D. 16
Chevrolet Truck		
<b>FT-659 D</b>	4 pcs. 2-1/2 x 5/16 x 16-3/4	D.D. 16
Dodge Truck International Harvester Truck		
<b>FT-665 D</b>	4 pcs. 2-1/2 x 1/4 x 19-1/8	D.D. 15-1/8
Ford Truck		
<b>FT-665 AD</b>	4 pcs. 2-1/2 x 1/4 x 19-1/8	D.D. 15-1/8
Ford Truck		
<b>666*</b>	2 pcs. 1 x 7/32 x 8-1/2	D.D. 6-3/4
Harley-Davidson Motorcycle		
<b>668*</b>	2 pcs. 1 x 3/16 x 8-1/4	D.D. 7-1/4
Harley-Davidson Motorcycle		
<b>669*</b>	1 pc. 1-1/4 x 5/32 x 15-7/8	D.D. 8-3/4
Harley-Davidson Motorcycle		
<b>678*</b>	4 pcs. 2-1/2 x 1/4 x 24-5/8	D.D. 8
Ford Truck		
<b>687*</b>	2 pcs. 1-7/16 x 5/32 x 8-1/2	D.D. 6-3/4
Harley Davidson Motorcycle		
<b>689*</b>	2 pcs. 1 x 5/32 x 6-5/8	D.D. 7
Indian Motorcycle		

<b>690*</b>	2 pcs. 1-1/2 x 3/16 x 7-1/4	D.D. 7
Indian Motorcycle		
<b>692*</b>	8 pcs. 1 x 3/16 x 8	D.D. 6
Crosley Truck, 1941-39.		
<b>FT-1002 D</b>	2 pcs. 2 x 1/4 x 13-11/64 2 pcs. 2 x 1/4 x 15-5/32	D.D. 14
International Harvester Truck		
<b>1012 D</b>	4 pcs. 2 x 1/4 x 9-41/64 4 pcs. 2 x 1/4 x 12-37/64	D.D. 12
DeSoto, 1947-42, S-10		
<b>FT-1012 D</b>	2 pcs. 2 x 1/4 x 9-41/64 2 pcs. 2 x 1/4 x 12-37/64	D.D. 12
DeSoto Taxi		
<b>FT-1014 D</b>	4 pcs. 2 x 1/4 x 12-37/64	D.D. 12
Chevrolet Truck DeSoto, 1947-42, Taxi		
<b>FT-1014 AD</b>	4 pcs. 2 x 1/4 x 12-37/64	D.D. 12
Chevrolet Truck		
<b>1105 D</b>	8 pcs. 2 x 3/16 x 12-19/32	D.D. 12
Chrysler, 1939, C-23 Imperial Eight, Taxicab; 1938, C-19 Imperial Eight		
<b>1105-79AD</b>	4 pcs. 2 x 3/16 x 12-19/32 (No. 1105AD) 2 pcs. 2 x 3/16 x 9-5/8 (No. 1179D) 2 pcs. 2 x 3/16 x 12-19/32	D.D. 12
Chrysler, 1948-46, C-40 Crown Imperial, C-39 New Yorker, Saratoga, Town and Country, C-38 Eight, C-38 Town and Country; 1942, C-37 Crown Imperial, C-36 New Yorker, C-36 Saratoga, C-34 Chrysler Six (7 Pass.); 1941, C-30 New Yorker, Saratoga, C-33 Crown Imperial; 1940, C-26 New Yorker, Saratoga, Traveler, C-27 Crown Imperial DeSoto, 1948-46, S11 (7 Pass. and Suburban); 1942, S-10 Custom Dodge, 1948-46, D-24 (5 and 7 Pass); 1942, D-22 Custom		
<b>1106-13AD</b>	4 pcs. 2 x 3/16 x 10-17/32 (No. 1106AD) 2 pcs. 2 x 3/16 x 8 2 pcs. 2 x 3/16 x 10-1/2 (No. 1213D)	D.D. 10
Plymouth, 1948-46, All Models		
<b>1101■</b>	4 pcs. 1-3/4 x 1/4 x 11-5/8	D.D. 11-1/8
Studebaker, 1936-35, Dictator		
<b>1102■</b>	4 pcs. 1-3/4 x 1/4 x 12-5/8	D.D. 12-1/8
Studebaker, 1936, President; 1935, Commander		
<b>1103■</b>	4 pcs. 1-3/4 x 1/4 x 13-3/4	D.D. 13-1/8
Studebaker, 1935, President		
<b>FT-1107 D</b>		
<b>FT-1107 AD</b>	2 pcs. 4 x 5/16 x 13-9/16 2 pcs. 4 x 5/16 x 17-3/4	D.D. 17-1/4
<b>FT-1107 BD</b>		
FT-1107D used on vehicles equipped with brake shoes made by Clarke FT-1107AD used on vehicles equipped with brake shoes made by Timken FT-1107BD used on vehicles equipped with brake shoes made by Wagner Studebaker Truck		
<b>1111*</b>	8 pcs. 1-3/4 x 3/16 x 9-3/8	D.D. 9
Graham, 1937, Crusader, Cavalier; 1936, 80 Crusader Six; 1935, 74		
<b>1122■</b>	4 pcs. 2 x 3/8 x 14	D.D. 13-3/8
Checker Cab, 1939-35, Y		
<b>1124■</b>	4 pcs. 1-3/4 x 1/4 x 13-1/8	D.D. 14-1/8
Dodge Truck		

■ Available on special order. Cut to exact size from Fleet-Tested material.

\* Available on special order. Cut to exact size from Four Star material.





# NUMERICAL LISTING—J-M 4 STAR SETS and J-M FLEET TESTED SETS



**FT-1125 D** 2 pcs. 2 x 5/16 x 13-1/8 D.D. 14-1/8  
2 pcs. 2 x 5/16 x 15-1/2  
Dodge Truck  
International Harvester Truck  
Studebaker Truck

**FT-1126** 4 pcs. 2-1/2 x 1/4 x 15-1/4 D.D. 16  
Dodge Truck

**FT-1127 D** 4 pcs. 2-1/2 x 1/4 x 18 D.D. 16  
Dodge Truck

**FT-1128 D** 4 pcs. 4 x 5/16 x 17-3/4 D.D. 17-1/4  
Dodge Truck

**1133** 2 pcs. 3 x 5/16 x 14-7/8 D.D. 15-7/8  
2 pcs. 3 x 5/16 x 17-5/8  
International Harvester Truck

**1137 D** 4 pcs. 2 x 3/16 x 7-11/16 D.D. 10  
4 pcs. 2 x 3/16 x 10-5/16  
Plymouth, 1942-38, DeLuxe; 1942-41, Spec. DeLuxe; 1941, Standard Six;  
1940-38, Road King

**FT-1137 D** 2 pcs. 2 x 3/16 x 7-11/16 D.D. 10  
2 pcs. 2 x 3/16 x 10-5/16  
Dodge Truck

**1145** 2 pcs. 1-3/4 x 3/16 x 8-7/8 D.D. 11  
2 pcs. 1-3/4 x 3/16 x 11-1/2  
Studebaker, 1937, 5A, 6A  
Studebaker Truck

**1147** 2 pcs. 2 x 1/4 x 8 D.D. 11  
2 pcs. 2 x 1/4 x 11-1/2 D.D. 11  
DeSoto, 1941-38, Taxi  
Dodge, 1942-38, Taxi

**1154** 2 pcs. 2-1/4 x 1/4 x 14-1/8 D.D. 15  
2 pcs. 2-1/4 x 1/4 x 16-5/8 D.D. 15  
Studebaker Truck

**FT-1155** 4 pcs. 2 x 1/4 x 11-1/2 D.D. 11  
DeSoto, 1937-36, Taxi

**1160 D** 4 pcs. 2-1/4 x 3/16 x 8-7/8 D.D. 11  
4 pcs. 2-1/4 x 3/16 x 11-17/32  
Studebaker, 1942-38, President

**FT-1160 D** 2 pcs. 2-1/4 x 3/16 x 8-7/8 D.D. 11  
2 pcs. 2-1/4 x 3/16 x 11-17/32  
Studebaker Truck

**1161 D** 4 pcs. 2 x 3/16 x 8-7/8 D.D. 11  
4 pcs. 2 x 3/16 x 11-17/32  
Studebaker Pass., 1942-38, Commander  
Studebaker, 1942-41, M5; 1939, L5; 1938, K5

**FT-1161 D** 2 pcs. 2 x 3/16 x 8-7/8 D.D. 11  
2 pcs. 2 x 3/16 x 11-17/32  
Studebaker Truck

**1162 D** 4 pcs. 2 x 3/16 x 7-31/32 D.D. 11  
4 pcs. 2 x 3/16 x 11-15/32  
Chrysler, 1942-39; Royal, Windsor; 1939, Taxi  
DeSoto, 1942-39, DeLuxe; 1941-39, Custom; 1938, S-5  
Dodge, 1942-41, D-19, D-22 DeLuxe, D-19 Custom; 1940, D-14 Luxury Liner,  
DeLuxe, D-17 Luxury Liner Spec.; 1939, D-11 Spec.; 1938, D-8; 1942-38,  
Taxicab (some)

**FT-1162 D** 2 pcs. 2 x 3/16 x 7-31/32 D.D. 11  
2 pcs. 2 x 3/16 x 11-15/32  
Dodge Truck, Taxi

**1163** 4 pcs. 2-1/4 x 1/4 x 14-5/8  
Chrysler, C-24, C-20 Custom Imperial Eight

**1164** 4 pcs. 2 x 1/4 x 13-3/4 D.D. 13-1/8  
Checker Cab, 1940 (Early Models)  
Studebaker Truck

**1166** 4 pcs. 2 x 7/32 x 10-1/2 D.D. 10  
Nash, 1939, 3910  
Lafayette, 1939, 3910; 1938, 3810; 1937, 3710, 3720 Ambassador Six

**1167 D** 4 pcs. 1-3/4 x 3/16 x 10-5/16 D.D. 12  
4 pcs. 1-3/4 x 3/16 x 13-5/8

Ford, 1948-39, All Models  
Ford Truck, 1946, 1/2-Ton (C), 3/4-Ton (D); 1942-39, 1/2-Ton; 1940-39, 1-Ton  
International Harvester, 1941, K-1, K-1-M, K-2, K-3  
Mercury, 1948-39, All Models

**FT-1167 D** 2 pcs. 1-3/4 x 3/16 x 10-5/16 D.D. 12  
2 pcs. 1-3/4 x 3/16 x 13-5/8

**1168 D** 4 pcs. 1-3/4 x 3/16 x 8-5/32 D.D. 9  
4 pcs. 1-3/4 x 3/16 x 10-5/8  
Studebaker, 1946-39, Champions

**1171** 2 pcs. 2 x 1/4 x 9-5/8 D.D. 13-1/8  
2 pcs. 2 x 1/4 x 13-3/4  
Checker Cab, 1947-41, A; 1940, A (ex. early models)

**FT-1172 D** 2 pcs. 2 x 1/4 x 10-25/32 D.D. 14  
2 pcs. 2 x 1/4 x 15-17/32  
Ford Truck

**FT-1174 D** 2 pcs. 3-1/2 x 5/16 x 11-19/32 D.D. 15  
2 pcs. 3-1/2 x 5/16 x 16-11/16  
Ford Truck

**FT-1186 D** 2 pcs. 1-3/4 x 1/4 x 10-1/16 D.D. 14-1/8  
2 pcs. 1-3/4 x 1/4 x 13-1/16  
Dodge Truck

**FT-1187 D** 2 pcs. 2-1/2 x 1/4 x 12-7/16 D.D. 16  
2 pcs. 2-1/2 x 1/4 x 15-1/4  
Dodge Truck

**FT-1188 D** 2 pcs. 2 x 1/4 x 12-1/8 D.D. 13-1/8  
2 pcs. 2 x 1/4 x 14-9/16  
International Harvester Truck  
Studebaker Truck

**FT-1189 D** 4 pcs. 2 x 3/8 x 14-15/16 D.D. 14-1/8  
International Harvester Truck  
Studebaker Truck

**FT-1190 D** 2 pcs. 2 x 1/4 x 13-3/32 D.D. 14  
2 pcs. 2 x 1/4 x 15-9/16  
International Harvester Truck  
Studebaker Truck

**FT-1191 D** 4 pcs. 3 x 3/8 x 14-15/16 D.D. 14-1/8  
International Harvester Truck  
Studebaker Truck

**FT-1192 D** 4 pcs. 3 x 3/8 x 15-13/16 D.D. 15  
International Harvester Truck

**FT-1193 D** 4 pcs. 4 x 3/8 x 15-13/16 D.D. 15  
International Harvester Truck  
Studebaker Truck

**FT-1194 D** 2 pcs. 2-1/4 x 5/16 x 13-29/32 D.D. 14-7/8  
2 pcs. 2-1/4 x 5/16 x 16-1/2  
International Harvester Truck

**FT-1195 D** 4 pcs. 4 x 3/8 x 16-15/16 D.D. 16  
International Harvester Truck

**FT-1196 D** 4 pcs. 5 x 3/8 x 16-15/16 D.D. 16  
Ford Truck  
International Harvester Truck

**FT-1197 D** 2 pcs. 2-1/4 x 5/16 x 14-27/32 D.D. 15-7/8  
2 pcs. 2-1/4 x 5/16 x 17-9/16  
International Harvester Truck





<b>FT-1198 D</b>	4 pcs. 4-1/2 x 3/8 x 15-13/16	D.D. 15
International Harvester Truck		
<b>FT-1199 D</b>	4 pcs. 6 x 3/8 x 16-15/16	D.D. 16
International Harvester Truck		
<b>FT-1210 D</b>	4 pcs. 2-1/2 x 1/4 x 14-5/8	D.D. 14
Chevrolet Truck DeSoto, 1947-42, Taxi; 1942, S-10		
<b>1215 D</b>	4 pcs. 2 x 3/16 x 10-1/4 4 pcs. 2 x 3/16 x 7-7/8	D.D. 9
Studebaker, 1948-47, Champion		
<b>1216 D</b>	4 pcs. 2 x 3/16 x 12-1/2 4 pcs. 2 x 3/16 x 9-5/8	D.D. 11
Studebaker, 1948-47, Commander		
<b>1219 D</b>	4 pcs. 2 x 3/16 x 12-1/4 4 pcs. 2 x 3/16 x 10	D.D. 11
Frazer, 1948-47 Kaiser, 1948-47 Willys, 1947, 3/4 and 1 Ton, 2WD, 1 Ton, 4WD		
<b>1220 D</b>	4 pcs. 1-3/4 x 3/16 x 10-5/8 4 pcs. 1-3/4 x 3/16 x 8-1/4	D.D. 10
Willys, 1948; 663 (Station Sedan) 6 Pass.; 1947-46, 4-63 (Jeep Station Wagon)		
<b>FT-1223 D</b>	4 pcs. 3 x 1/4 x 18	D.D. 16
Dodge Truck		
<b>FT-1224 D</b>	4 pcs. 2 x 1/4 x 15	D.D. 14
Dodge Truck		
<b>2002 D</b>	4 pcs. 1-3/4 x 3/16 x 10-5/8 4 pcs. 1-3/4 x 3/16 x 11-7/8	D.D. 11
Packard, 1947, 2100		
<b>2003 D</b>	4 pcs. 1-3/4 x 3/16 x 13 4 pcs. 1-3/4 x 3/16 x 11-1/2	D.D. 12
Packard, 1948, 2002 (8 Cyl. Super), 2232 (8 Cyl. Super), 2201 (8 Cyl. Light), 2211, Super Eight, 2240 (6 Cyl. Taxicab); 1947-46, 2130 (6 Cyl. Taxicab); 1947-42, Sixes and Eights, Taxicab; 1941, 1901, 1951 (Clipper); 1940, 1801 (some)		
<b>2003-2002 D</b>	2 pcs. 1-3/4 x 3/16 x 11-1/2 2 pcs. 1-3/4 x 3/16 x 13 2 pcs. 1-3/4 x 3/16 x 10-5/8 2 pcs. 1-3/4 x 3/16 x 11-7/8	D.D. 9 D.D. 9 D.D. 11 D.D. 11
Packard, 1947, 2100		
<b>2004</b>	2 pcs. 2-1/2 x 3/16 x 11-1/2 2 pcs. 2-1/2 x 3/16 x 13	D.D. 12 D.D. 12
Cadillac, 1948-41, 75; 1940, V8-72 Hesse and Eisenhardt, 1947 (Airport Limousine) Packard, 1941, 110 Spec. Sayers & Scoville, 1942, C7E		
<b>2005 D</b>	4 pcs. 2-1/4 x 3/16 x 10-3/32 4 pcs. 2-1/4 x 3/16 x 12-31/32	D.D. 12
Buick, 1949-41, Century, Roadmaster, Limited; 1940, 60-Century, 70-Roadmaster		
<b>2006 D</b>	4 pcs. 2 x 3/16 x 9-11/32 4 pcs. 2 x 3/16 x 11-31/32	D.D. 11
Oldsmobile, 1948-42, All Six Cyl. and Eight Spec., all eight Cyl.; 1941, Dynamic Six and Eight, Custom Six and Eight; 1940 Eight (L-40)		
<b>2006-292 D</b>	2 pcs. 2 x 3/16 x 11-31/32 2 pcs. 2 x 3/16 x 9-11/32 2 pcs. 1-3/4 x 3/16 x 11-31/32 2 pcs. 1-3/4 x 3/16 x 9-11/32	D.D. 11
Oldsmobile, 1948-42, All Six Cylinder and Special Eight Pontiac, 1948-46, All Models		
<b>2009 D</b>	4 pcs. 3-1/2 x 3/8 x 18-3/8	D.D. 17
International Harvester Truck		

<b>2011 D</b>	4 pcs. 1-3/4 x 3/16 x 10-1/4 4 pcs. 1-3/4 x 3/16 x 6-5/8	D.D. 9
Nash, 1948-42, 600 Series; 1941, 4130 Ambassador, 4140, Ambassador, Willys; 1947, CJ-2A; 1942, Station Wagon, Americar (442), MB-Jeep; 1941, Americar (441), MA-Jeep; 1940, Speedway (440), DeLuxe (440)		
<b>2012 D</b>	4 pcs. 1-3/4 x 3/16 x 8-29/32 4 pcs. 1-3/4 x 3/16 x 11-1/16	D.D. 10
Hudson, 1946, 51, 51S, 52, 58; 1942, Cab Pick-Up, 20P DeLuxe, 20T Hudson, 21 Super, 22 Commodore, 1941, 10 DeLuxe, 10 Traveler, 11 Super, 12 Commodore, 18 Big Boy		
<b>2015 D</b>	4 pcs. 2-1/4 x 3/16 x 9-11/32 4 pcs. 2-1/4 x 3/16 x 11-31/32	D.D. 11
Oldsmobile, 1946-42 78 Dynamic Eight		
<b>2015-2006 D</b>	2 pcs. 2-1/4 x 3/16 x 9-11/32 2 pcs. 2-1/4 x 3/16 x 11-31/32 2 pcs. 2 x 3/16 x 9-11/32 2 pcs. 2 x 3/16 x 11-31/32	D.D. 11 D.D. 11 D.D. 11 D.D. 11
Oldsmobile		
<b>2024 D</b>	8 pcs. 2-1/4 x 3/16 x 11	D.D. 10
Ford, 1949		
<b>2024-294 AD</b>	4 pcs. 2-1/4 x 3/16 x 11 4 pcs. 1-3/4 x 3/16 x 11-1/16	D.D. 10 D.D. 10
Ford, 1949		
<b>4055 D</b>	8 pcs. 4 x 3/4 x 9-5/16	D.D. 17-1/4
Dodge Truck International Harvester Truck		
<b>4055 BD</b>	8 pcs. 4 x 3/4 x 9-5/16	D.D. 17-1/4
International Harvester Truck		
<b>4056 D</b>	8 pcs. 5-1/2 x 3/4 x 9-5/16	D.D. 17-1/4
International Harvester Truck		
<b>4056 BD</b>	8 pcs. 5-1/2 x 3/4 x 9-5/16	D.D. 17-1/4
International Harvester Truck		
<b>FT-4138 D</b>	4 pcs. 5 x 3/8 x 15-3/8	D.D. 16-1/2
Dodge Truck		
<b>4195 AD</b>	8 pcs. 5-1/2 x 3/4 x 8-1/2	D.D. 16-1/2
International Harvester Truck		
<b>FT-4286 D</b>	4 pcs. 3 x 3/8 x 17-13/16	D.D. 17-1/4
International Harvester Truck		
<b>4311 AD</b>	8 pcs. 7 x 3/4 x 8-1/2	D.D. 16-1/2
International Harvester Truck		
<b>4326 D</b>	4 pcs. 4 x 3/4 x 9-25/32	D.D. 16-1/2 Tapered
Dodge Truck		
<b>4327 D</b>	4 pcs. 5 x 3/4 x 9-9/32 4 pcs. 5 x 3/4 x 9-25/32	D.D. 16-1/2 Tapered
Dodge Truck		
<b>4328 D</b>	4 pcs. 6 x 3/4 x 9-9/32 4 pcs. 6 x 3/4 x 9-25/32	D.D. 16-1/2 Tapered
Dodge Truck International Harvester Truck		
<b>4358 D</b>	4 pcs. 7 x 3/4 x 9-9/32 4 pcs. 7 x 3/4 x 9-25/32	D.D. 16-1/2 Tapered
International Harvester Truck		
<b>4397 D</b>	8 pcs. 5 x 1/2 x 6-59/64	D.D. 12
International Harvester Truck		





# NUMERICAL LISTING—J-M 4 STAR SETS and J-M FLEET TESTED SETS



<b>FT-4446 D</b> Dodge Truck Ford Truck	4 pcs. 3-1/2 x 3/8 x 15-1/2	D.D. 16-1/4	<b>6003*</b> Indian Motorcycle	2 pcs. 1 x 3/16 x 6-5/8	D.D. 7
<b>FT-4481 D</b> Dodge Truck	4 pcs. 4 x 3/8 x 15-3/8	D.D. 16-1/2	<b>6012</b> International Harvester Truck	2 pcs. 2-1/2 x 5/32 x 11-1/4	D.D. 8-3/16
<b>5824</b> Ford, 1928A	1 x .172/.182 x 57-1/2		<b>6013</b> International Harvester Truck	2 pcs. 4 x 1/4 x 13-1/8	D.D. 9-13/16
<b>5850*</b> Indian Motorcycle	1 pc. 1-3/8 x 3/16 x 6-13/16	D.D. 6-13/16	<b>6014</b> International Harvester Truck	2 pcs. 3 x 5/16 x 12	D.D. 9-9/16
<b>5851*</b> Indian Motorcycle	1 pc. 1-1/8 x 1/8 x 12-3/4	D.D. 7	<b>6019</b> Crosley, 1948-47	8 pcs. 31/32 x 11/64 x 8	D.D. 6
<b>6000*</b> Indian Motorcycle	2 pcs. 1 x 3/16 x 8-3/8	D.D. 8	<b>6020*</b> All "Home-Trailers"	6 pcs. 1-3/4 x 3/16 x 11-5/16	D.D. 12
<b>6001*</b> Indian Motorcycle	2 pcs. 1-1/8 x 3/16 x 8-3/8	D.D. 8	<b>6023</b> Crosley, 1948-46, Sedan, Convertible Station Wagon, Pick-Up Panel Delivery	8 pcs. 31/32 x 11/64 x 7	D.D. 6

■ Available on special order. Cut to exact size from Fleet-Tested material.

\* Available on special order. Cut to exact size from Four Star material.

## INSTRUCTIONS FOR LOCATING J-M FRICTION MATERIAL SPECIFICATIONS FOR PASSENGER CARS AND LIGHT TRUCKS

The passenger car and light truck specifications are arranged according to make and year; that is, all models produced in a given model year are listed under that year. All the available information regarding a specific car is located in one place with the J-M brake lining recommendations in **bold-face** type on the right side of the page.

If a J-M Passenger Car Set is recommended in the adjacent column, one set contains enough material for relining 4 wheels (2 axles). If a

J-M FT Set is recommended, two sets are required to reline the vehicle. In short, *one set of the lining recommended is sufficient, unless otherwise indicated.*

The last column at the right of the page lists the catalog number of the clutch facing needed for each model. These clutch facing recommendations are listed on the *same line* with the model to which they refer. See example.

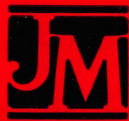
### EXAMPLE:

Let us suppose you are to reline the brakes on a 1942 Buick 70-Roadmaster. Locate the make, year, and model in the column at the extreme left of the page. The BLMA Cat. No. is 2005, for Bendix Hydraulic brakes both front and rear. The J-M Set recommended is 2005-D (drilled and cut to exact size) or B-19 (undrilled). If neither of these sets is available and the set is to be cut

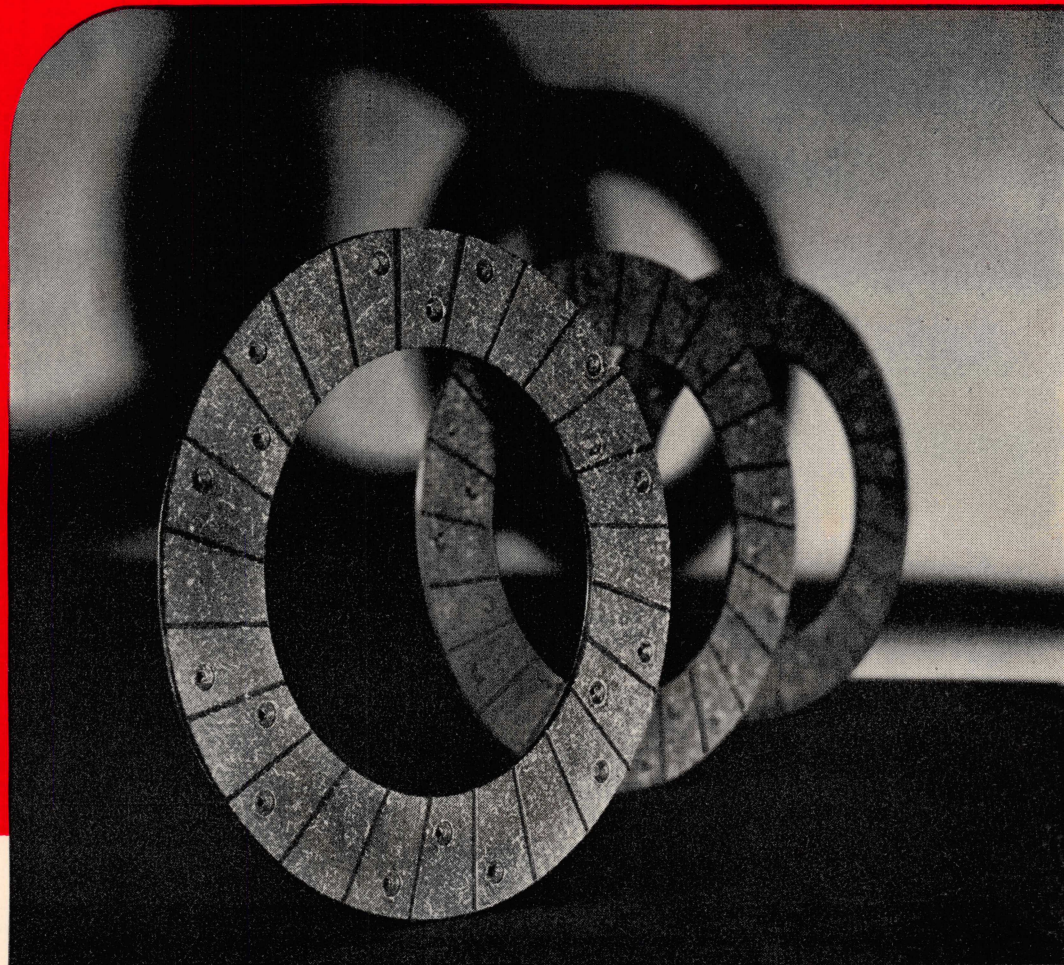
from coil stock, 4 pieces of lining 2 1/4" x 3/16" x 10 3/32" should be cut for the front brakes, and 4 pieces 2 1/4" x 3/16" x 12 31/32" for the rear brakes. The size of the respective set is located in the Numerical Listing. There is a choice of clutch facings; namely, either 1059A or 1059B (2 pieces of each).



# Johns-Manville



## CLUTCH FACINGS



### The outstanding Clutch Facing development for modern cars **JOHNS-MANVILLE STM TYPE**

New methods of manufacture have now made it possible to combine, for the first time, all the desirable qualities of conventional clutch facings in a single type. This new facing, a product of the Johns-Manville Research Laboratories, is known as the STM type. Although a recent development, it is already standard equipment on many late models of passenger cars and trucks manufactured by Chevrolet, Chrysler, Dodge, Ford, Mercury, Nash, Plymouth and Studebaker, as well as International.

★ **HIGH TEMPERATURE RESISTANCE** By the use of binders which are non-thermoplastic, the STM facing possesses a resistance to high temperature which permits its use under the most severe operating conditions.

★ **HIGH SPIN STRENGTH** Because of its improved type of binder which is not affected by heat, STM facings have exceptionally high spin strength, and are therefore particularly adapted for use in modern clutch designs.

★ **LONG LIFE** An unusually low rate of wear, formerly associated only with facings of the compressed fabric type, has been obtained in STM facings through the use of special materials combined under pressure in a molded structure.

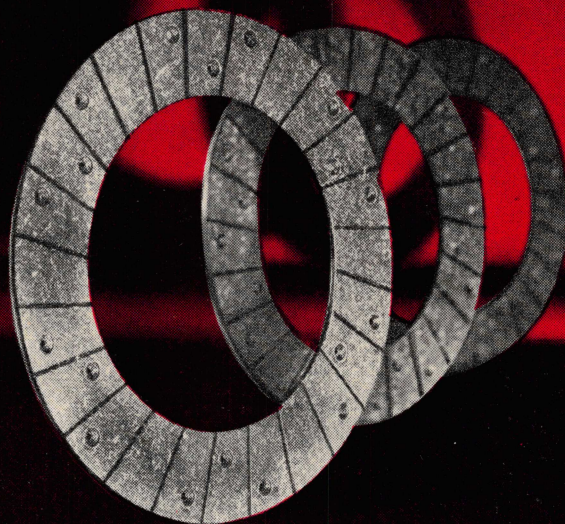
★ **UNIFORMITY OF PERFORMANCE** Stability of friction under varying conditions of operation eliminates erratic action and provides uniformity of performance and smoothness of engagement.

E  
CLUTCH  
FACINGS  
NUM.  
LISTING



**Stock the  
Facing  
that's  
Standard!**

**THE STANDARD CLUTCH FACING  
ON MAJOR 1947-48 CAR MODELS**



**Johns-Manville STM Clutch Facing**

**5 million Johns-Manville STM clutch facings were  
delivered to automotive manufacturers in 1947  
Distinctly different from any other Clutch Facing . . .**

STM facings are resin-bonded, hot-pressed, impregnated  
with brass . . . have higher friction stability, greater strength  
. . . are made of J-M high-performance brake-block materials.



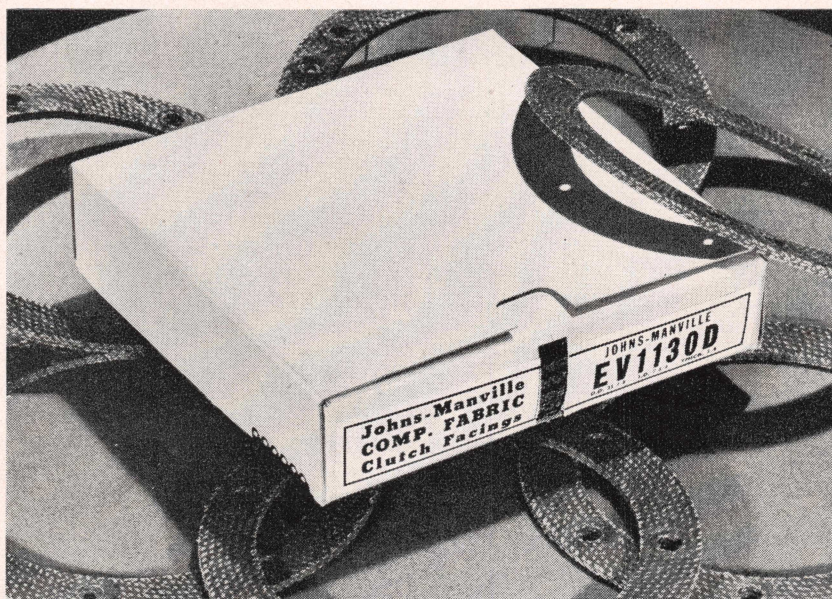
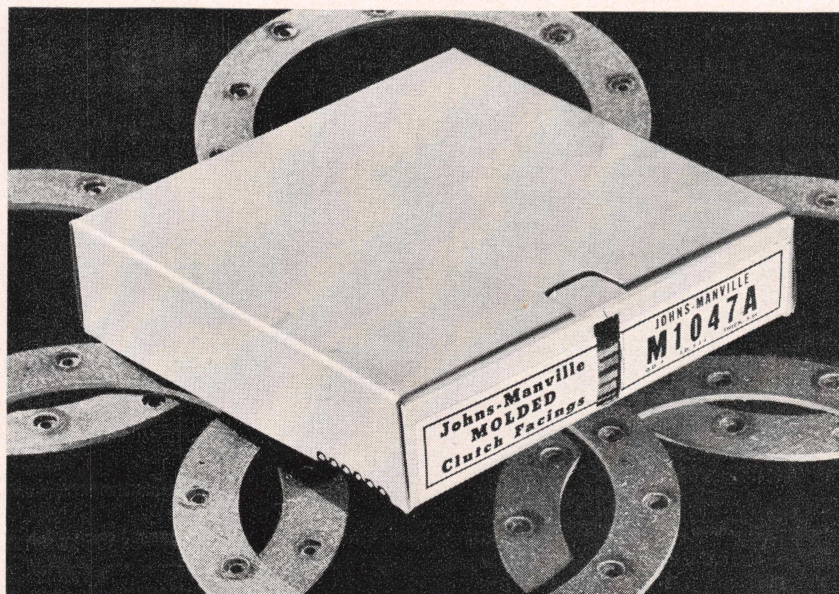
# JOHNS-MANVILLE CLUTCH FACINGS

## MOLDED

These hard, dense facings are uniform in friction, and non-absorbent of grease and oil. All four surfaces are ground to close tolerances. Their mechanical strength is extremely high, enabling them to withstand several times the R.P.M. attainable in modern motors, thus providing a generous factor of safety.

**WHERE RECOMMENDED:** All multiple disc types of clutches. Plate clutches where driven plate is provided with mechanical resilience. Not recommended for plate clutches where facing is not riveted to plate.

**HOW FURNISHED:** Packed 10 facings to a carton.



## COMPRESSED FABRIC

Employing a special wear-resisting compound, these facings provide a smoothness of engagement and length of life which has resulted in their widespread use as original equipment. They are so well suited for clutches with little mechanical resilience that elimination of chatter and freedom from scoring are assured.

**WHERE RECOMMENDED:** All types of clutches. Particularly recommended in clutches with insufficient mechanical resilience or where extremely long life and freedom from scoring are important requirements.

**HOW FURNISHED:** Formed and joined, or endless types. (Endless type only furnished in sizes where width of flange is great and diameter small.) Packed 10 facings to a carton.



# JOHNS-MANVILLE CLUTCH FACINGS—NUMERICAL LISTING FOR PASSENGER CARS & LIGHT TRUCKS

Opposite each catalog number is shown the size of the facing and the drilling. The first figure indicates the outside diameter of the clutch facing; the second figure shows the inside diameter; and the third figure shows the thickness of the clutch facing. Following the thickness is the drilling, if known. Under each catalog number are given the models of the vehicles which use that particular facing. Where the words "See Alpha. Sec." appear, refer to the respective specification section for the various models using the catalog number in question.

B.L.M.A. No. SIZE DRILLING

<b>416</b>	$4\frac{1}{2} \times 2\frac{5}{8} \times \frac{1}{8}$	4 Str.
Harley Davidson, 1940-36, "E" Series		
<b>506</b>	$5\frac{5}{16} \times 3\frac{1}{2} \times \frac{1}{8}$	6 Slots
Indian Motorcycle (See Alphabetical Listing)		
<b>506AG</b>	$5\frac{5}{16} \times 3\frac{1}{2} \times \frac{1}{8}$	Grooved
Indian Motorcycle (See Alphabetical Listing)		
<b>516</b>	$5\frac{5}{16} \times 3\frac{1}{2} \times \frac{3}{16}$	6 Slots
Indian Motorcycle (See Alphabetical Listing)		
<b>614</b>	$6\frac{1}{16} \times 5\frac{5}{8} \times \frac{7}{64}$	7 Str.
Harley-Davidson, 1940-35, "K" Series; 1940-35, 74 "V" Series; 1937-35, 80 "V" Series		
<b>620</b>	$6\frac{3}{8} \times 4\frac{3}{8} \times \frac{9}{64}$	8 Stag.
Ford, 1928, A		
<b>621</b>	$6\frac{5}{8} \times 4\frac{1}{4} \times \frac{1}{8}$	6 Str.
Harley-Davidson, 1940-35, "G" Series		
<b>621A</b>	Harley-Davidson, 1940-35, "G" Series	
<b>628</b>	$6\frac{5}{8} \times 4\frac{7}{8} \times \frac{3}{32}$	
Indian Motorcycle (See Alphabetical Listing)		
<b>629</b>	$6\frac{3}{4} \times 4\frac{1}{4} \times \frac{1}{8}$	6 Str.
Harley-Davidson, 1940-35, "R" Series		
<b>636</b>	$6\frac{5}{16} \times 4\frac{3}{4} \times \frac{1}{8}$	30 Lugs
Harley-Davidson, 1940-36, "E" Series		
<b>S637</b>	$6 \times 4 \times \frac{7}{64}$	3 Stag. per seg.
Crosley, 1948, CC; 1948-46		
<b>S-637-38</b>	$\left\{ \begin{array}{l} 6 \times 4 \times \frac{7}{64} \\ 6 \times 4 \times \frac{9}{64} \end{array} \right\}$	3 Stag. per seg.
Crosley Truck, 1942-39		
<b>S638</b>	$6 \times 4 \times \frac{9}{64}$	3 Stag. per Seg.
Crosley, 1948-46; 1947, Sedan		
<b>640</b>	$6\frac{1}{8} \times 4\frac{3}{8} \times \frac{1}{8}$	6 Str.
Harley-Davidson, 1944-41, WLA		
<b>736A</b>	$7\frac{7}{8} \times 5\frac{1}{8} \times \frac{1}{8}$	12 A.S.
Studebaker, 1942, Champion Six; 1940-39, Champion Six		
Willys, 1942, Station Wagon, Americar, Jeep, PD, PU; 1941, Americar, Jeep, SC, SCOF; 1939-33, All models		
<b>736B</b>	$7\frac{7}{8} \times 5\frac{1}{8} \times \frac{1}{8}$	16 A.S.
Graham, 1937, 85; 1936, 80; 1935, 74		
<b>736C</b>	$7\frac{7}{8} \times 5\frac{1}{8} \times \frac{1}{8}$	10 Str.
Willys, 1941, Americar		
<b>752</b>	$7\frac{1}{4} \times 5\frac{1}{2} \times \frac{1}{8}$	12 Str.
Indian Motorcycle (See Alphabetical Listing)		
<b>753</b>	$7\frac{5}{8} \times 6\frac{1}{4} \times \frac{5}{32}$	8 Str.
Indian Motorcycle (See Alphabetical Listing)		
<b>821B</b>	$8 \times 5\frac{3}{8} \times \frac{1}{8}$	16 A.S.
Nash, 1948-42, 600 Series; 1941, 4130, 4140		
Studebaker, 1948-47, Champion; 1946, Champion; 1941, Champion		
<b>827</b>	$8\frac{3}{16} \times 6\frac{1}{4} \times \frac{3}{16}$	8 Str.
Indian Motorcycle		
<b>862B</b>	$8\frac{7}{8} \times 6\frac{1}{8} \times \frac{1}{8}$	12 A.S.
Plymouth, 1932-31, PB, PA		
<b>875</b>	$8\frac{3}{4} \times 5\frac{3}{4} \times \frac{9}{64}$	12 Stag.
International Harvester Truck (See Alphabetical Listing)		
Studebaker Truck (See Alphabetical Listing)		
<b>S877A</b>	$8\frac{7}{8} \times 5\frac{3}{4} \times \frac{1}{8}$	5 Stag. per seg.
International Harvester Truck (See Alphabetical Listing)		
Plymouth, 1931, 30U		
<b>S878A</b>	$8\frac{7}{8} \times 5\frac{3}{4} \times \frac{5}{32}$	5 Stag. per seg.
International Harvester Truck (See Alphabetical Listing)		
Plymouth, 1930-29, All Models		

B.L.M.A. No. SIZE DRILLING

<b>884</b>	$8\frac{1}{2} \times 5\frac{1}{8} \times \frac{9}{64}$	16 A.S.
Willys, 1948, 663; 1947, CJ2A, 2WD, 4WD; 1947-46, Jeep, Station Wagon		
<b>888</b>	$8\frac{1}{8} \times 4\frac{3}{8} \times \frac{5}{32}$	22 Stag.
General Motors Taxicab, 1936-33, 014		
<b>894</b>	$8\frac{1}{16} \times 5\frac{3}{4} \times \frac{9}{64}$	18 Stag.
International Harvester Truck (See Alphabetical Listing)		
<b>896A</b>	$8\frac{1}{2} \times 6 \times \frac{1}{8}$	18 Stag.
Ford, 1939, V8-922A; 1938, V8-82A; 1937, V8-74		
Willys, 1939, All Models		
<b>900</b>	$9\frac{1}{4} \times 6 \times \frac{9}{64}$	32 DEAP
Nash, 1940, 4010 Lafayette Six		
<b>902A</b>	$9 \times 5\frac{3}{4} \times \frac{1}{8}$	18 Stag.
Ford, 1942-41, All Pass. Cars		
Ford Truck (See Alphabetical Listing)		
Graham, 1937, 85, 95, 116, 120		
Pontiac, 1939, Deluxe Six		
<b>S902</b>	$9 \times 5\frac{3}{4} \times \frac{1}{8}$	5 Stag. per seg.
International Harvester Truck (See Alphabetical Listing)		
<b>S903</b>	$9 \times 5\frac{3}{4} \times \frac{5}{32}$	5 Stag. per seg.
International Harvester Truck (See Alphabetical Listing)		
<b>905A</b>	$9 \times 6\frac{1}{4} \times \frac{1}{8}$	12 Str.
Chevrolet, 1934, DC; 1933, CA, CC; 1932, BA, BB		
<b>905D</b>	$9 \times 6\frac{1}{4} \times \frac{1}{8}$	15 Stag.
Chevrolet, 1939-36, All Pass. Cars, $\frac{1}{2}$ Ton Comm., Taxicabs; 1935 EA, EB, EC; 1934, DA, DB		
General Motors Taxicab, 1940-38, 018		
<b>905E</b>	$9 \times 6\frac{1}{4} \times \frac{1}{8}$	18 A.S.
Oldsmobile, 1939, 60		
<b>909A</b>	$\left\{ \begin{array}{l} 9\frac{1}{8} \times 6\frac{1}{8} \times \frac{9}{64} \\ 9\frac{1}{8} \times 6\frac{1}{8} \times \frac{5}{64} \end{array} \right\}$	32 DEAP
<b>909B</b>	$\left\{ \begin{array}{l} 9\frac{1}{8} \times 6\frac{1}{8} \times \frac{9}{64} \\ 9\frac{1}{8} \times 6\frac{1}{8} \times \frac{5}{64} \end{array} \right\}$	32 DEAP
Chevrolet, 1948-40, All Pass. Cars, $\frac{1}{2}$ Ton Comm., Taxicabs		
<b>927A</b>	$9\frac{7}{8} \times 6\frac{1}{4} \times \frac{1}{8}$	24 Stag.
International Harvester Truck (See Alphabetical Listing)		
<b>927B</b>	$9\frac{7}{8} \times 6\frac{1}{4} \times \frac{1}{8}$	28 DEAP
International Harvester Truck (See Alphabetical Listing)		
<b>929D</b>	$9\frac{7}{8} \times 6\frac{3}{4} \times \frac{1}{8}$	12 A.S.
Dodge, 1933, DO		
<b>934</b>	$9\frac{7}{8} \times 7 \times \frac{1}{8}$	24 Stag.
International Harvester Truck (See Alphabetical Listing)		
<b>934A</b>	$9\frac{7}{8} \times 7 \times \frac{1}{8}$	28 DEAP
International Harvester Truck (See Alphabetical Listing)		
<b>941A</b>	$9\frac{3}{4} \times 5\frac{1}{2} \times \frac{9}{64}$	24 Stag.
Ford Truck (See Alphabetical Listing)		
Graham, 1935, 72, 75		
Studebaker, 1935, Commander, President		
Studebaker Truck (See Alphabetical Listing)		
<b>944</b>	$9\frac{7}{8} \times 7 \times \frac{5}{32}$	24 Stag.
International Harvester Truck (See Alphabetical Listing)		
<b>944A</b>	$9\frac{7}{8} \times 7 \times \frac{5}{32}$	28 DEAP
International Harvester Truck (See Alphabetical Listing)		
<b>946</b>	$9\frac{1}{2} \times 6\frac{1}{2} \times \frac{1}{8}$	24 Stag.
Cadillac, 1935-34, V8-355D		
<b>953C</b>	$9\frac{7}{8} \times 6\frac{1}{8} \times \frac{1}{8}$	24 DEAS
Dodge, 1936, D2; 1934, DR		
Dodge Truck (See Alphabetical Listing)		
Nash, 1940, 4080; 1936, 3620, 3680; 1935, 3520, 3580		
<b>953E</b>	$9\frac{7}{8} \times 6\frac{1}{8} \times \frac{1}{8}$	36 DEAP
Chrysler, 1936, C7, C8		
DeSoto, 1937-36, S1 (Taxi); 1936, S1, S2		
Oldsmobile, 1936, L36		



# JOHNS-MANVILLE CLUTCH FACINGS—NUMERICAL LISTING FOR PASSENGER CARS & LIGHT TRUCKS

B.L.M.A. No.	SIZE	DRILLING
<b>955</b> Ford, 1932, 18, B4; 1931-29, A	9 x 5 3/4 x 5/16	12 Stag.
<b>955A</b> Dodge, 1933, DP Nash, 1936, 3610; 1935, Lafayette Plymouth, 1933, PD, PC; 1932, PB Studebaker, 1935, Dictator	9 x 5 3/4 x 5/16	12 A.S.
<b>955B</b> Ford, 1941-40, All Pass. Cars; 1939, V8-91A; 1938, V8-81A; 1937, V8-78; 1936, V8-68; 1935, V8-48; 1934-33, 40-V8, 46; 1932, 18, B4 Ford Truck (See Alphabetical Listing) International Harvester Truck (See Alphabetical Listing) Mercury, 1940, V8-09A; 1939, V8-99A	9 x 5 3/4 x 5/16	18 Stag.
<b>956A</b> Graham, 1935, 73	9 1/4 x 5 1/2 x 5/16	18 Stag.
<b>956B</b> International Harvester Truck (See Alphabetical Listing)	9 7/8 x 6 1/8 x 1/8	5 Stag. per seg.
<b>956I</b> International Harvester Truck (See Alphabetical Listing)	9 7/8 x 6 1/8 x 5/32	5 Stag. per seg.
<b>967A</b> Buick, 1935-40, 50	9 1/2 x 6 1/4 x .133	20 Stag.
<b>968B</b> Buick, 1935-34, 60 Pontiac, 1935 Six and Eight	9 7/8 x 6 1/4 x .133	20 Stag.
<b>969</b> Buick, 1935-40, 90 Sayers & Scoville	9 x 6 1/2 x 5/16	12 Stag.
<b>978A</b> International Harvester Truck (See Alphabetical Listing)	9 7/8 x 6 1/4 x 5/32	24 Stag.
<b>978B</b> International Harvester Truck (See Alphabetical Listing)	9 7/8 x 6 1/4 x 5/32	28 DEAP
<b>979</b> Oldsmobile, 1936, F36; 1935, F35 Plymouth, 1934, PF	9 x 5 5/8 x .133	24 DEAS
<b>980</b> Plymouth, 1934, PE	9 x 5 3/4 x .133	24 DEAS
<b>981</b> Chrysler, 1935, C3, CZ DeSoto, 1935, SF, SG Dodge, 1936, D2; 1935, DU; 1934, DS Dodge Truck (See Alphabetical Listing) LaSalle, 1935, 35-50 Oldsmobile, 1935, L-35 Studebaker Truck (See Alphabetical Listing)	9 7/8 x 6 1/8 x .133	24 DEAS
<b>982</b> Buick, 1935-34, 40	9 3/8 x 6 1/8 x .133	12 A.S.
<b>985</b> Dodge Truck (See Alphabetical Listing) Nash, 1936, 3640, 3640A; 1935, 3540 Studebaker, 1939-38, State Commander Six; 1939, Commander Six; 1937-36, Dictator Six Studebaker Truck (See Alphabetical Listing)	9 1/4 x 5 5/8 x .133	24 DEAS
<b>985A</b> Packard, 1940, Six Plymouth, 1939, P7, P8; 1938, P5, P6; 1937, P3, P4; 1936, P1, P2; 1935, PJ, PJX; 1940, All Pass. Cars	9 1/4 x 5 5/8 x .133	20 DEAS
<b>987</b> Buick, 1936, 36-40 Sayers & Scoville	9 1/2 x 6 1/8 x .133	36 DEAP
<b>988</b> Graham, 1936, 90, 110	9 x 5 5/8 x 1/8	32 DEAP
<b>988A</b> Oldsmobile, 1936, F36	9 x 5 5/8 x 1/8	32 DEAP
<b>990</b> Graham, 1941-38 Nash, 1940, 4010 Packard, 1947-42, 2000, 2020, 2100; 1941, Spl. Six; 1940, Six; 1939, Six; 1938, Six; 1937, Six Studebaker, 1942-38, President Eight	9 1/2 x 6 x 1/8	24 Stag.

B.L.M.A. No.	SIZE	DRILLING
<b>990A</b> Ford, 1949, Six V8 (First 36,000) Pontiac, 1948-46, All Pass. Cars; 1942, 27KA, 28KB; 1941, All Eight Cyl.	9 1/2 x 6 x 1/8	28 DEAP
<b>990B</b> Ford, 1949, Six V8, (#36,001 on)	9 1/2 x 6 x 1/8	24 DEAP
<b>991</b> Nash, 1938, 3810; 1937, 3710 Oldsmobile, 1938, F38; 1937, F37	9 1/4 x 5 5/8 x 1/8	28 DEAP
<b>991A</b> Nash, 1938, 3810; 1937, 3710	9 1/4 x 5 5/8 x 1/8	24 DEAS
<b>991B</b> Nash, 1940, 4010; 1939, 3910	9 1/4 x 5 5/8 x 1/8	20 DEAS
<b>993</b> Oldsmobile, 1948-42, All Six Cyl. and Spl. Eight; 1941, 66, 76, 96; 1940, 60, 70; 1939, 70	9 1/4 x 6 x 1/8	18 A.S.
<b>993A</b> Chrysler 1942, C34; 1941, C28 Frazer, 1948-47, F47, F47C Kaiser, 1948-47, K100, K101 Plymouth, 1948-46, All Models; 1942, P14; 1941, P11, P12; 1940, P9, P10 Studebaker, 1948-47, Commander; 1942-40, Commander Six Studebaker Truck (See Alphabetical Listing)	9 1/4 x 6 x 1/8	32 DEAP
<b>994</b> Chevrolet, 1939, All Pass. Cars, 1/2 Ton. Comm. Taxicabs	9 x 6 1/4 x 5/16	16 A.S.
<b>995</b> Pontiac, 1940, All Pass. Cars; 1939, 28EA	9 1/4 x 5 3/4 x 1/8	18 Stag.
<b>997</b> International Harvester Truck (See Alphabetical Listing)	9 7/8 x 6 1/8 x 5/16	20 Stag.
<b>999</b> Pontiac, 1942, 25KA, 26KB; 1941, All Six Cyl.	9 1/8 x 6 x 1/8	28 DEAP
<b>1005A</b> Buick, 1941, 40, 40A, 40B, 50; 1940, 40, 50 Ford, 1948-46, All Pass. Cars Ford Truck (See Alphabetical Listing) Lincoln, 1948-46, All Models Mercury, 1948-41, All Models Packard, 1948, 2201, 2211	10 x 6 3/4 x 1/8	32 DEAP
<b>1005B</b> Ford Truck (See Alphabetical Listing) Mercury, 1949, All Models	10 x 6 3/4 x 1/8	36 DEAP
<b>1007A</b> Buick, 1941, 40, 40A, 40B, 50; 1940, 40, 50 Nash, 1941, 4160, 4180; 1940, 4080	10 x 6 1/2 x 1/8	36 DEAP
<b>1008A</b> Buick, 1940, 40, 50; 1939, 40 Chrysler, 1948-46, C38, C39, C40; 1942, C34; 1941, C28; 1940, C25; 1939, C22 DeSoto, 1948-46, S11; 1942-41, S10; 1941, S8; 1940, S7; 1939, S6 Dodge, 1948-46, D24; 1942-41, D22; 1940, D19; 1940, D14, D17; 1939, D11 Nash, 1948-42, Ambassador Six-Eight; 1940, 4020; 1938, 3820 Oldsmobile, 1948-42, All Eight Cyl.; 1941, 68, 78, 98; 1940, 90; 1939, 80 Packard, 1940, Six	10 x 7 x 1/8	18 A.S.
<b>1035A</b> Chevrolet Truck (See Alphabetical Listing)	10 3/4 x 7 x 1/8	18 Stag.
<b>1037C</b> Chevrolet Truck (See Alphabetical Listing)	10 x 6 1/4 x 1/8	16 Str.
<b>1037D</b> Chevrolet Truck (See Alphabetical Listing) General Motors Taxicab, 1937-36, 017, 016	10 x 6 1/4 x 1/8	15 Stag.
<b>S1041</b> International Harvester Truck (See Alphabetical Listing)	10 7/8 x 6 7/8 x 5/16 (90° Seg.)	5 Stag. per seg.
<b>S1042</b> International Harvester Truck (See Alphabetical Listing)	10 7/8 x 6 7/8 x 1/8 (90° Seg.)	5 Stag. per seg.
<b>1046</b> International Harvester Truck (See Alphabetical Listing)	10 7/8 x 6 1/4 x 5/16	24 Stag.
<b>1053</b> Cadillac, 1937, V16-90; 1936, V16-3690, 1935-34, V16-452D	10 15/16 x 6 1/2 x 5/16	24 Stag.



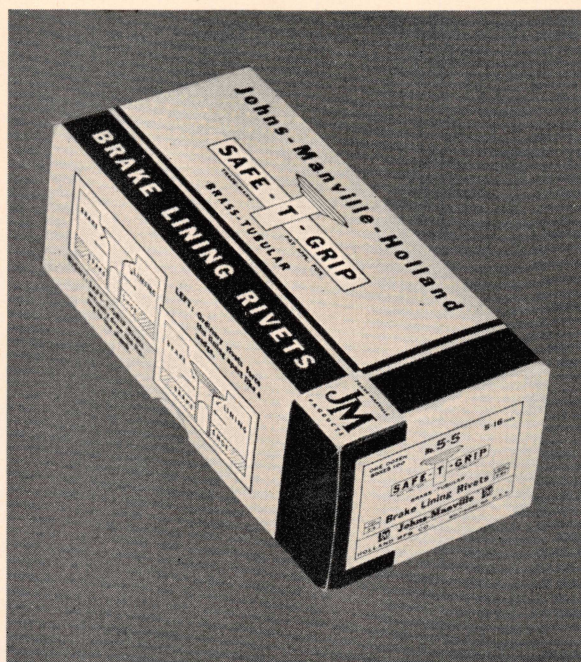
# JOHNS-MANVILLE CLUTCH FACINGS—NUMERICAL LISTING FOR PASSENGER CARS & LIGHT TRUCKS

B.L.M.A. No.	SIZE	DRILLING
<b>1056</b>	10 x 6 x $\frac{3}{4}$	24 Stag.
Checker Cab, 1942, A2 Lincoln, 1938, V12-86H; 1937, V12-HB; 1936, V12-H Packard, 1938, Eight; 1937, Eight; 1937-36, Hearse, Ambulance; 1936, Eight; 1935, Eight Studebaker, 1937-36, President Eight Studebaker Truck (See Alphabetical Listing)		
<b>1056A</b>	10 x 6 x $\frac{3}{4}$	36 DEAP
Checker Cab, 1948, A2		
<b>1057</b>	10 x 6 x $\frac{1}{2}$	24 Stag.
Buick, 1938-37, 40 Dodge Truck (See Alphabetical Listing) LaSalle, 1936, 36-50; 1935, 35-50 Packard, 1948, Super Eight; 1947-42, 2001, 2021, 2101, 2111; 1941, Eight; 1940, Eight; 1939, Eight Pontiac, 1941, Taxi; 1938, 26DA, 28DA; 1937, 26CA, 28CA; 1936, All Pass. Cars Sayers & Scovill		
<b>1057A</b>	10 x 6 x $\frac{1}{2}$	18 Stag.
Cadillac, 1935-34, V16-452D		
<b>1057B</b>	10 x 6 x $\frac{1}{2}$	36 DEAP
Buick, 1949-42, 40, 40A, 40B, 50 Super Chrysler, 1942, C36, C37; 1941, C30, C33; 1940, C26, C27; 1939, C24; 1938, C18; 1937, C14, C16 DeSoto, 1938, S5; 1937, S3 Dodge, 1938, D8; 1937, D5 Dodge Truck (See Alphabetical Listing) Nash, 1939, 3920, 3980; 1938, 3880; 1937, 3720, 3780 Oldsmobile, 1938, L38; 1937, L37 Packard, 1940, Eight Plymouth, 1941, P125; 1940, P105; 1939, PT81; 1938, PT57; 1937, PT50 Studebaker, 1940, President Eight Studebaker Truck (See Alphabetical Listing)		
<b>1057C</b>	10 x 6 x $\frac{1}{2}$	24 DEAS
Dodge Truck (See Alphabetical Listing) Nash, 1939, 3920, 3980; 1938, 3820, 3880; 1937, 3720, 3780		
<b>1057E</b>	10 x 6 x $\frac{1}{2}$	32 DEAP
Buick, 1949-42, 40, 40A, 40B, 50 Super		
<b>1058</b>	10½ x 6½ x $\frac{3}{4}$	24 Stag.
LaSalle, 1937, V8-50		
<b>1059</b>	10½ x 6½ x $\frac{1}{2}$	24 Stag.
LaSalle, 1938, V8-50; Sayers & Scovill		
<b>1059A</b>	10½ x 6½ x $\frac{1}{2}$	40 DEAP
Buick, 1949-42, 60, 70, 90; 1940, 60, 70, 80, 90; 1939, 60, 80, 90 Cadillac, 1940, V8-62 LaSalle, 1940, V8-50		
<b>1059B</b>	10½ x 6½ x $\frac{1}{2}$	32 DEAP
Buick, 1949-42, 60, 70, 90		
<b>1061</b>	10 x 6¾ x $\frac{3}{4}$	32 DEAP
LaSalle, 1940-39, V8-50 Lincoln, 1942, 26H, 268H; 1941, 16H, 168H; 1940, 06H; 1939, V12 Sayers & Scovill		
<b>1062</b>	10¾ x 6¾ x $\frac{3}{4}$	20 Stag.
International Harvester Truck (See Alphabetical Listing)		
<b>1064</b>	10¾ x 7 x $\frac{3}{4}$	32 DEAP
Chevrolet Truck (See Alphabetical Listing) Studebaker Truck (See Alphabetical Listing)		
<b>1068</b>	10 x 7 x $\frac{3}{4}$	18 A.S.
Lincoln, 1940, 06H Nash, 1940, 4020		
<b>1072</b>	10½ x 7 x $\frac{3}{4}$	32 DEAP
Cadillac, 1948-41, 60S, 61, 62, 63; 1940, V8-62 Sayers & Scoville		
<b>1074</b>	10 x 6 x .133	24 DEAS
Dodge Truck (See Alphabetical Listing)		
<b>1077</b>	10¾ x 7½ x $\frac{3}{4}$	32 DEAP
International Harvester Truck (See Alphabetical Listing)		
<b>1087</b>	10½ x 7 x $\frac{1}{2}$	32 DEAP
Lincoln, 1949, Cosmopolitan Packard, 1948, 2202, 2232, 2222		
<b>1130I</b>	11¾ x 7¼ x $\frac{1}{2}$	18 Stag.
Studebaker Truck (See Alphabetical Listing)		

B.L.M.A. No.	SIZE	DRILLING
<b>1142D</b>	11 x 6½ x $\frac{3}{4}$	36 DE
Buick, 1937, 60, 80, 90; 1936, 36-60, 36-80, 36-90 Cadillac, 1937, V8-60, V8-65, V8-70, V8-75, V12-85; 1936, V8-3660, V8-3670, 3675, V12-3680, 3685 Checker Cab, 1947-40, A; 1939-35, Y; 1935-33, T Ford Truck (See Alphabetical Listing) Sayers & Scoville Studebaker Truck (See Alphabetical Listing)		
<b>1149</b>	11¾ x 6¾ x $\frac{5}{16}$	24 DE
International Harvester Truck (See Alphabetical Listing)		
<b>1153A</b>	11 x 6½ x $\frac{1}{2}$	40 DEAP
Chrysler, 1937, C15, C17; 1936, C9, C10		
<b>1161A</b>	11¾ x 7¼ x $\frac{3}{4}$	36 Stag.
Dodge Truck (See Alphabetical Listing)		
<b>1163</b>	11 x 6½ x .133	24 DEAS
Chrysler, 1935, C1, C2, C3 Dodge Truck (See Alphabetical Listing) Studebaker Truck (See Alphabetical Listing)		
<b>1165</b>	11¾ x 7 x $\frac{5}{16}$	18 Stag.
International Harvester Truck (See Alphabetical Listing)		
<b>1166</b>	11 x 6½ x $\frac{3}{4}$	36 DE
Ford Truck (See Alphabetical Listing)		
<b>1169</b>	11 x 6½ x $\frac{1}{2}$	36 DE
Cadillac, 1938, V8-60, V8-60S, V8-65, V8-75; 1940, C26 Packard, 1947-46, 2130; 1947-42, Super Eight Custom Super Eight; 1941 Super Eight, Custom Super Eight; 1940, Super Eight, Custom Super Eight; 1939, Super Eight Sayers & Scoville		
<b>1169A</b>	11 x 6½ x $\frac{1}{2}$	40 DEAP
Buick, 1938, 60, 80, 90 Cadillac, 1940, V8-72, V8-75, V16-90 Chrysler, 1939, C22, C23; 1938, C19, C20 DeSoto, 1947-48, Taxis Dodge, 1942-38, Taxi Packard, 1940, Super Eight, Custom Super Eight		
<b>1170</b>	11½ x 7 x $\frac{1}{2}$	36 DE
Cadillac, 1939, V16-90; 1938, V16-90		
<b>1173</b>	11 x 7 x $\frac{3}{4}$	32 DEAP
Cadillac, 1948-41, 67, 75; 1940, V8-60S, V8-72, V8-75; 1939, V8-60S, V8-61, V8-75 Hess & Eisenhardt, 1947 (Airport Limousine) Sayers & Scoville		
<b>1174</b>	11 x 7 x $\frac{1}{2}$	32 DEAP
Packard, 1948, 2226, 2240, 2206, 2233, 2220		
<b>1181</b>	11½ x 7 x $\frac{3}{4}$	32 DEAP
Cadillac, 1940, V16-90		
<b>1220A</b>	12¾ x 7¼ x $\frac{1}{2}$	18 Stag.
Dodge Truck (See Alphabetical Listing) Studebaker Truck (See Alphabetical Listing)		
<b>1220C</b>	12¾ x 7¼ x $\frac{1}{2}$	30 Stag.
Dodge Truck (See Alphabetical Listing) Studebaker Truck (See Alphabetical Listing)		
<b>1233B</b>	12¾ x 7¼ x $\frac{3}{4}$	36 Stag.
Dodge Truck (See Alphabetical Listing)		
<b>1235</b>	12 x 7 x $\frac{3}{4}$	36 DE
Chrysler, 1935-34, CW Ford Truck (See Alphabetical Listing) Lincoln, 1940-34, V12 Packard, 1939, Twelve; 1938, Super Eight, Twelve; 1937, Twelve; 1936, Eight, Super Eight, Twelve; 1935, Eight, Super Eight, Twelve		
<b>1312</b>	13¾ x 7¾ x $\frac{5}{16}$	30 Stag.
International Harvester Truck (See Alphabetical Listing)		
<b>1335</b>	13¾ x 8 x $\frac{5}{16}$	36 DE
International Harvester Truck (See Alphabetical Listing)		
<b>1425</b>	14½ x 8 x $\frac{5}{16}$	30 Stag.
International Harvester Truck (See Alphabetical Listing)		
<b>1517</b>	15 x 8 x $\frac{5}{16}$	30 Stag.
International Harvester Truck (See Alphabetical Listing)		

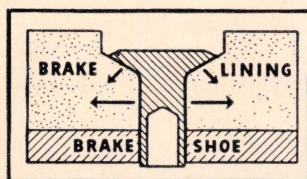


# JOHNS-MANVILLE SAFE-T-GRIP RIVETS

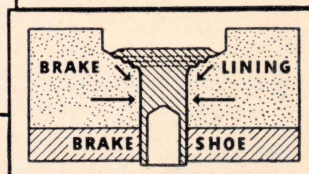


Johns-Manville Safe-T-Grip Rivets incorporate an outstanding new feature of rivet design—the grooved countersink—that provides 50% greater gripping surface than ordinary rivets, drawing the lining tightly around the rivet shank, as shown in the lower diagram below.

In practically every case of cracking, chipping or bulging of the lining around the rivet hole, this condition is caused by the wedging action of the ordinary type rivet. Use Safe-T-Grip Rivets and be assured of full protection against these difficulties.



LEFT: Ordinary rivets, with the smooth countersink, force the lining apart like a wedge.



RIGHT: Safe-T-Grip rivets, with their specially grooved countersink, actually draw the lining to the shank.

BRASS RIVETS									
STYLE	GROUP NUMBER	SIZE	LENGTH	CATALOG NUMBER	STYLE	GROUP NUMBER	SIZE	LENGTH	CATALOG NUMBER
CLUTCH FACING RIVETS Full Tubular	3	5/16" Head Diam.	3/16"	3-3	BRAKE LINING RIVETS Semi Tubular	7	3/8" Head Diam.	5/16"	7-5
		9/64" Shank Diam.	4/16"	3-4			3/16" Shank Diam.	6/16"	7-6
			5/16"	3-5				7/16"	7-7
			6/16"	3-6				8/16"	7-8
BRAKE LINING RIVETS Semi Tubular	4	5/16" Head Diam.	4/16"	4-4		8	1/2" Head Diam.	6/16"	8-6
		9/64" Shank Diam.	5/16"	4-5			3/16" Body Diam.	8/16"	8-8
			6/16"	4-6				10/16"	8-10
			7/16"	4-7				12/16"	8-12
	5		8/16"	4-8		10		14/16"	8-14
		3/8" Head Diam.	3/16"	5-3			1/2" Head Diam.	8/16"	10-8
			4/16"	5-4			1/4" Shank Diam.	10/16"	10-10
			5/16"	5-5				12/16"	10-12
			6/16"	5-6				14/16"	10-16
			7/16"	5-7	Split Rivets	14	Boxes of 1000 Per Box		
			8/16"	5-8			5/16" Head Diam.	5/16"	14-5
			10/16"	5-10			9/64" Shank Diam.	6/16"	14-6
			12/16"	5-12				8/16"	14-8





# J-M SAFE-T-GRIP RIVETS



## Alphabetical Listing—Passenger Cars

THE FIRST FIGURE OF THE RIVET NUMBER INDICATES THE SIZE OF HEAD AND BODY  
THE LAST FIGURE OF THE RIVET NUMBER SHOWS THE LENGTH IN SIXTEENTHS OF AN INCH

Car and Model	Rivet No.	Car and Model	Rivet No.
<b>BUICK</b>		<b>HUDSON</b>	
1949-41, 40, 40A, 40B, 50.....	4-4	1949-35.....	4-4
1949-41, 60, 70, 90.....	4-5	<b>KAISER</b>	
1940, 40, 50.....	4-4	1948-47.....	4-
1940, 60, 70, 80, 90.....	4-5	<b>LA SALLE</b>	
1939, 40.....	4-4	1940-39.....	4-4
1939, 60, 80, 90.....	4-5	1938-35.....	4-5
1938, 60, 80, 90.....	4-5	<b>LINCOLN</b>	
1938, 37, 40.....	4-4	1949.....	4-5
1937, 60, 80, 90.....	4-5	1948-34.....	4-4
1936, 36-40.....	4-4	<b>MERCURY</b>	
36-60, 36-80, 36-90.....	4-5	1949, All Models.....	4-4
1935-34, 40.....	4-4	1948-41, All Models.....	5-5
50.....	5-4	1940-39, V8-99A.....	5-5
60.....	7-5	<b>NASH</b>	
90.....	7-5	1948-42, 600 Series.....	4-5
<b>CADILLAC</b>		1948-42, Ambassador.....	4-4
1948-41, 60, 61, 62, 63, 67, 75.....	4-5	1941, Ambassador "600" Six.....	4-5
1940, V8-60, V8-62, V8-72, V8-75, V16-90.....	4-5	1940-35, All Models.....	4-4
1939, V8-60, V8-61, V8-75, V16-90.....	4-5	<b>OLDSMOBILE</b>	
1938, V8-60, V8-65, V8-75, V16-90.....	4-5	1948-35, All Models except 1936-35 "L" Series.....	4-4
1937, V8-60, V8-65, V8-70, V8-75, V12-85, V16-90.....	4-5	1936-35, L Series.....	4-5
1936, V8-3660, V8-3670, 3675, V12-3680, 3685.....	4-5	<b>PACKARD</b>	
1936, V16-3690.....	7-5	1948, All Models.....	4-5
1935-34.....	7-5	1947-42.....	4-5
<b>CHEVROLET</b>		1941, Sp. Six.....	4-4
1948-36, All Pass. Cars; ½-Ton Commercial, Taxis.....	5-5	Eight.....	4-5
1935-32.....	5-4	1940, Six and Eight.....	4-4
<b>CHRYSLER</b>		Super Eight, Custom Super Eight.....	4-5
1948-34.....	4-5	1939-35, All.....	4-4
<b>DE SOTO</b>		<b>PLYMOUTH</b>	
1948-35.....	4-5	1948-33.....	4-4
<b>DODGE</b>		<b>PONTIAC</b>	
1948-33.....	4-5	1948-35.....	4-4
<b>FORD</b>		<b>STUDEBAKER</b>	
1949, Six V-8.....	4-4	1948-47, Champion, Commander.....	4-
1948-39.....	5-5	1946, Champion.....	4-4
1938-35, V8.....	4-5	1942, Commander Six, President Eight.....	4-5
1934-1928.....	5-4	1941-39, Champion Six.....	4-4
<b>FRAZER</b>		1941-38, Commander Six, President Eight.....	4-5
1948-47.....	4-	<b>GRAHAM</b>	
<b>1941-35.....</b>		1941-35.....	4-6





# BRAKE LINING RIVET SPECIFICATIONS



## Numerical Listing—according to BLMA Catalog Numbers

QUANTITY OF RIVETS SHOWN IS PER AXLE SET

BLMA Cat. No.	Rivet Size	No. Req.	BLMA Cat. No.	Rivet Size	No. Req.	BLMA Cat. No.	Rivet Size	No. Req.	BLMA Cat. No.	Rivet Size	No. Req.
101	4-5	36	224	4-5	68	291	4-5	64	629	7-5	..
102	4-	36	226	4-5	48	292	4-4	40	630	7-5	..
104	4-5	32	227	5-4	40	293	4-4	40	631	7-5	52
105	4-4	40				294	4-4	40			
106	4-	44	231	...	48	295	4-5	80	633	5-4	48
107	4-4	52	232	4-5	64	296	4-5	64	642	4-5	40
109	5-4	48	234	4-5	56	297	4-4	48	643	5-4	48
110	7-	56	235	4-5	68	298	7-6	64	644	5-6	48
			236	5-4	..				645	5-6	56
111	7-4	56	237	4-4	40	299	4-5	40	646	5-5	32
112	7-8	56	238	...	64	299A	4-5	56	647	7-6	56
113A	7-	56	239	4-4	48	299B	4-5	72	648	7-7	36
117	7-8	..				310	5-4	40			
118	8-8	56	244	7-6	64	313	5-4	32	649	7-	64
120	7-6	56		Pressed Shoe	64	336	4-5	..	653	5-5	40
123	7-6	64		7-10	64	337	7-	72	654	5-6	64
124	8-8	64		Cast Shoe	128	337A	7-	48	655	7-7	..
			245	7-8	64				658	8-7	52
127	8-8	56	246	7-6	64	339	7-8	72	659	4-	56
131	7-10	..		Pressed Shoe	64	341A	4-5	..	659A	7-6	64
134	5-4	56		7-10	64	354	7-	48	662	5-7	64
145	4-5	32		Cast Shoe	..	354A	7-	80			
147	7-10	..				390	7-	32	665	7-6	68
152	7-	56	247	7-6	64	410	7-5	..	665A	7-6	56
153	7-6	56	248	7-6	64	412	7-5	..	666	4-5	12
154	7-8	..	253	4-4	40	415	5-5	..	668	4-4	10
			253A	4-4	40				669	4-5	12
159	7-10	..	254	4-4	40	416	7-5	..	670	5-	48
162	7-10	..	255	4-5	..	504	7-8	64	676	7-	22
164	7-10	..	256	4-5	..	507	7-10	..	678	4-5	20
165	7-10	..	257	4-5	..	515	5-4	40			
169	7-	52				516	4-5	40	679	4-5	28
170	8-7	56	259	4-5	40	517	4-5	12	681	4-5	32
170A	4-6	56	260	4-4	40	518	4-5	14	683	8-	24
172	4-	48	261	5-4	48	519	4-5	24	683A	8-	24
			262	4-4	48				684	8-	144
173	7-	52	264	7-6	64	520	5-4	36	687	4-5	14
174	4-5	36		Pressed Shoe	64	533	7-5	..	690	1-4	14
175	4-5	44		7-10	64	535	7-5	..	692	4-5	28
177	4-	40		Cast Shoe	..	542	7-8	32			
178	5-4	56				548	5-4	36	1001	7-	52
179	4-5	32	266	4-4	40	549	5-4	..	1002	7-7	60
182	4-6	44	271	4-5	48	550	7-	32	1007	10-12	72
183	7-	48	272	4-5	48	550A	7-	40	1012	4-5	36
			273	4-5	48				1014	4-5	40
184	4-6	56	274	4-5	48	551	7-	20	1101	4-5	40
185	5-4	52		Packard	..	553	4-4	16	1102	4-5	40
186	4-	56		4-6	48	554	7-8	48		4-6	40
187	4-5	28		Lincoln	..	555	7-6	56		1939 Early President	..
189	7-6	..				556	7-8	32			
192	4-5	32	276	4-4	..	557	7-8	32	1103	4-5	40
193	4-5	40	277	4-4	40	559	7-8	32	1104	8-6	56
194	4-5	48	279	7-5	36	560	7-8	32	1105	4-5	40
			280	4-4	..					Chrysler	..
195	4-4	28	281	4-5	56	562	5-5	48		7-5	40
196	4-4	44	282	4-4	40	563	5-5	32		Hupmobile	..
199	4-6	32	283	4-4	40	576	7-8	32		4-6	32
210	4-4	48	284	4-4	40	580	7-8	64	1106	Graham	..
215	4-8	48				581	7-8	..		7-5	32
216	4-8	68				587	7-7	48		Hupmobile	..
217	7-10	68	285	5-5	56	590	7-10	80			
218	4-8	68	286	4-4	64	592	7-6	64			
			286A	4-4	64				1107	4-7	56
			287	4-4	40				1107A	...	56
219	7-6	68	289	4-5	48	597	7-	20	1107B	8-8	56
220	4-5	68	290	7-6	..	614	5-4	36	1108	8-8	56
221	4-5	40		Pressed Shoe	64	621	7-10	78	1109	8-7	56
221A	4-5	68		7-10	64	627	5-4	48	1109A	8-7	56
223	4-5	68		Cast Shoe	..	627A	7-5	40			





# BRAKE LINING RIVET SPECIFICATIONS

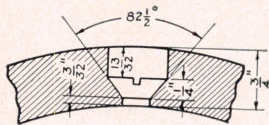


## Numerical Listing—according to BLMA Catalog Numbers

QUANTITY OF RIVETS SHOWN IS PER AXLE SET

BLMA Cat. No.	Rivet Size	No. Req.	BLMA Cat. No.	Rivet Size	No. Req.	BLMA Cat. No.	Rivet Size	No. Req.	BLMA Cat. No.	Rivet Size	No. Req.
1111	4-6	32	1167	5-5	36	4128	7-	64	4308	7-8	64
1113	8-8	56	1168	4-4	36	4179	7-	24	4309	7-8	64
1114	7-	52	1169	7-7	56	4183	7-	24	4312A	8-	64
1115	7-	48	1170	7-	56	4186	8-	44	4314	7-7	64
1117	7-	40	1171	4-	40	4187	7-7	40	4315	7-	64
1118	4-4	40	1172	7-6	52	4192	7-	64			
1119	8-8	56	1173	8-6	64				4317A	7-	32
1122	4-	40				4193	7-	64	4317B	8-	64
			1174	7-7	52	4194	7-	64	4318	7-10	128
1124	7-	40	1176	4-	52	4196	7-	64	4319	7-	40
1125	7-6	40	1179	4-4	36	4204	7-	64	4321A	10-	64
1126	7-6	48	1179A	4-4	36	4208	7-	48	4322A	10-	64
1127	7-6	56	1186	7-6	36	4209	7-7	48	4323	10-	48
1128	7-6	64	1187	7-6	44	4210	10-10	40	4323A	8-	64
1130	...	48	1188	4-5	52	4211	8-8	64			
1133	7-8	52	1189	8-8	56				4324	10-	48
1136	7-6	64				4222	8-	56	4324A	8-	64
			1190	7-8	52	4230	7-	24	4326	7-8	64
1137	4-5	28	1191	8-8	56	4230A	7-	24	4327	7-8	64
1138	7-	56	1192	8-8	56	4233	7-	80	4328	7-8	64
1139	7-8	64	1193	8-8	56	4241	7-8	64	4329	7-10	48
1141	8-	56	1194	7-8	52	4251	7-8	48	4333	7-	48
1142	4-7	52	1195	8-8	64		7-10	48	4339	10-	48
1143	4-6	44	1196	8-8	64		Kingham				
1144	4-6	36	1197	7-8	52				4340	10-	48
1145	5-5	36				4252	7-10	48	4341	7-	64
			1198	8-8	56	4253	7-10	48	4342	10-	56
1146	4-5	36	1199	8-8	64	4254	7-10	64	4355	8-	32
1147	4-5	28	1203	8-	48	4255	7-	36	4356	8-	32
1150	7-	56	2000	4-4	36	4259	7-	64	4357	7-8	56
1151	7-	56	2002	4-4	68	4260	7-	64	4362	7-10	48
1152	7-	56	2003	4-5	68	4263	7-	64	4363	7-10	48
1153	7-	56	2004	4-4	56	4266	7-8	40	4364	7-10	48
1154	7-6	52	2005	4-5	64				4366A	8-	64
1154A	7-6	52				4274	10-10	56			
			2006	4-4	40	4277A	10-	64	4370	7-7	96
1155	4-5	32	2007	4-5	44	4280	7-8	56	4375	7-10	40
1157	8-7	56	2008	7-10	..	4281	...	80	4376	8-	64
1158	7-	56	2009	...	92	4286	7-7	56	4401	10-	48
1160	4-5	36	2011	4-5	40	4287	8-8	64	4410	7-10	..
1161	4-5	36	2012	4-4	36	4295	7-	64	4416	10-8	40
1162	4-5	28	2015	4-4	40	4303	7-	64	4417	10-8	40
1163	4-5	40	4064	7-	112	4304	7-	64	4424	7-8	40
1164	4-4	40	4120	8-	40	4305	7-	32	4428	8-	68
1166	5-5	40	4122	8-	40	4307	7-	64	4453A	8-	64

## J-M BRAKE BLOCK BOLTS



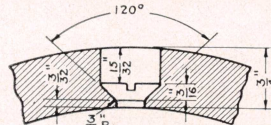
### STANDARD BOLT

SIZE: 1 1/2" long\* x 3/8" body x 3/4" head

The standard design of Brake Block Bolt is tapered underneath the head to an angle of 82 1/2° as shown above. The countersink in the Brake Blocks is also 82 1/2° to fit the bolt head.

Unless specified differently on the order, Brake Blocks will be supplied countersunk for the standard 82 1/2° bolt.

\*Total overall length of bolt, including head

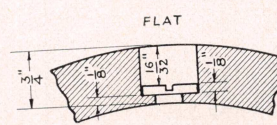


### 120° BOLT

SIZE: 1 1/2" long\* x 3/8" body x 3/4" head

A modified design of bolt head having a taper angle of 120° has been used recently by several popular manufacturers. This construction brings the top of the bolt farther down into the Brake Block or closer to the shoe; hence, gives additional block wear. The extra mileage will amount to approximately 15% more than the standard 82 1/2° design. Blocks drilled and countersunk to take a bolt with 120° taper; also bolts of 120° taper, are available on special order.

\*Total overall length of bolt, including head.



### 180° FLAT BOLT

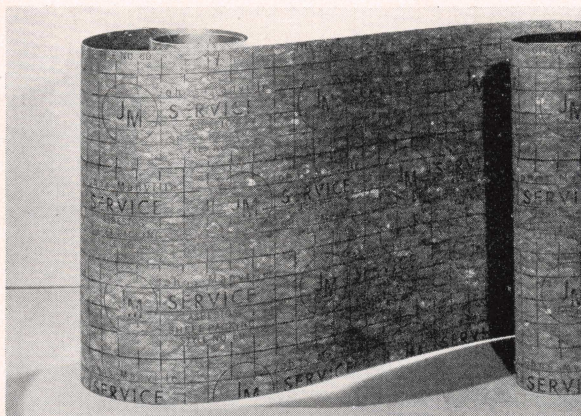
SIZE: 1 1/4" long\*\* x 3/8" body x 3/4" head

There is one other type of bolt used to a limited extent by certain manufacturers, which has a flat surface under the head. This shape permits still greater mileage from the Brake Blocks before the bolt heads strike the drum surface, and may amount to as much as 23% under favorable conditions. Brake Blocks drilled for flat head bolts, and the bolts themselves of this design are available on special order.

\*\* Measured from under head to end (Does not include head).



# JOHNS-MANVILLE AUTOMOTIVE PACKINGS



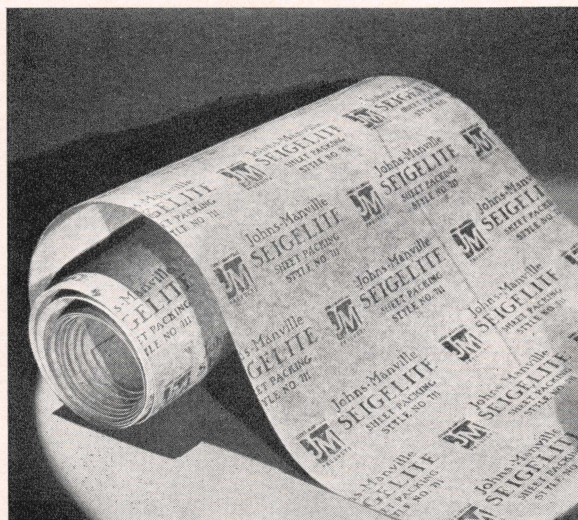
## J-M SERVICE SHEET

This packing is particularly suitable for use in cooling system joints. It can also be used as an anti-squeak material between frame and body. Service Sheet is not recommended for cylinder head gaskets. Graphited on one side.

**HOW FURNISHED:** Cartons containing a single sheet 10" x 50".

Sheets (no cartons): 54" x 63".

Thicknesses:  $\frac{1}{32}$ " and  $\frac{1}{16}$ " in either of above forms.



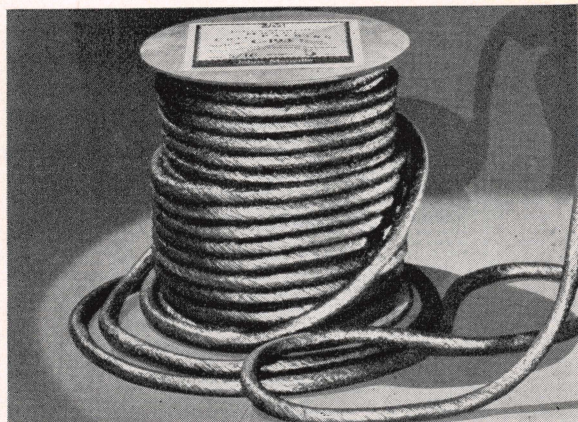
## J-M SEIGELITE SHEET

Because it is unaffected by water, oil and gasoline Seigelite Sheet Packing is ideal for gasket service on water manifolds, transmission and crank cases, differential housings, carburetor and fuel system joints and similar uses. It is used by many of the leading motor car and commercial vehicle manufacturers on their own products.

**HOW FURNISHED:** Sheets: 24" x 36" and 36" x 48".

Rolls: 36" wide x 10 feet long.

Thicknesses:  $\frac{1}{64}$ ",  $\frac{1}{32}$ " and  $\frac{1}{16}$ ".



## MOGUL TWISTED

A twisted packing made of strong asbestos yarn impregnated with a lubricating compound. It is recommended as a universal packing for use on water pumps. The strands may be untwisted to obtain any size desired.

**HOW FURNISHED:** Furnished in  $\frac{1}{4}$  and 1 lb. spools in diameters of  $\frac{1}{8}$ ",  $\frac{3}{16}$ " and  $\frac{1}{4}$ ".



## SPECIAL DEAL NO. 6

Consists of 25  $\frac{1}{4}$  lb. spools of J-M Mogul Twisted Packing in the attractive display container shown above. Assortment contains spools of  $\frac{1}{8}$ ",  $\frac{1}{4}$ " and  $\frac{5}{16}$ " diameter packing but practically any size desired may be obtained by untwisting the strands.



## J-M ASBESTOS WICK NO. 4202

Ideal for packing exhaust pipe coupling nuts. Made of several strands of asbestos twisted into a total thickness of approximately  $\frac{1}{4}$ ".

**HOW FURNISHED:** Furnished in 1 lb. balls.



# JOHNS-MANVILLE FRICTION TAPE



J-M Friction Tape is made to rigid standards from tested fabrics and adhesive insulating compounds. Its high electrical insulating properties when used on automotive ignition systems, combined with its great strength and adhesive qualities make this tape excellent for all general repair shop use.

## HOW FURNISHED

**1 and 2 Ounce Rolls**—Packed in display cartons as shown.

boxes with or without display cartons.

**4 Ounce Rolls**—Packed in individual

**8 Ounce Rolls**—Packed in individual boxes without display cartons.

# JOHNS-MANVILLE BRAKE SHIM STOCK

J-M Brake Shim Stock is designed to eliminate the necessity for stocking oversize brake lining to service cars with brake drums which are badly worn or have been turned. It is a high quality material, non-compressible and heat resisting, and is unaffected by moisture.

Its flexibility enables it to conform to irregular shoe surfaces insuring a snug lining-to-shoe fit after riveting



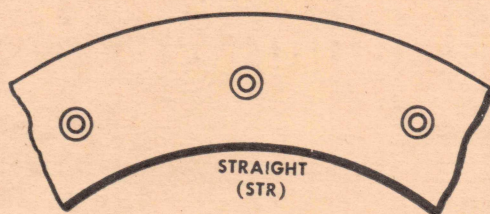
## HOW FURNISHED

Furnished in 84 foot rolls (8-10½' strips in roll) in widths and thicknesses listed below

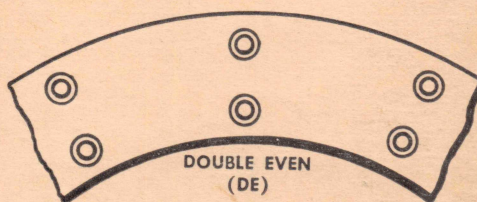
.020" THICK—BOXED		.020" THICK—UNBOXED (Factory Order Only)		.03125" THICK—BOXED		.03125" THICK—UNBOXED (Factory Order Only)	
Catalog Number	Width — Inches	Catalog Number	Width — Inches	Catalog Number	Width — Inches	Catalog Number	Width — Inches
23-1	1½	23-11	3	23-6	1½	23-21	3
23-2	1¾	23-12	3½	23-7	1¾	23-22	3½
23-3	2	23-13	4	23-8	2	22-23	4
23-4	2¼	23-14	4½	23-9	2¼	23-24	4½
23-5	2½	23-15	5	23-10	2½	23-25	5
		23-16	5½			23-26	5½
		23-17	6			23-27	6



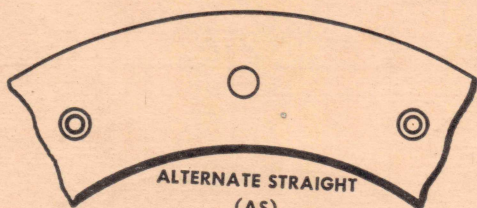
# Various Types of Drilling and Counterboring in which Johns-Manville Clutch Facings are Supplied



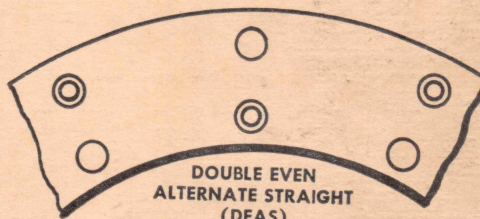
STRAIGHT  
(STR)



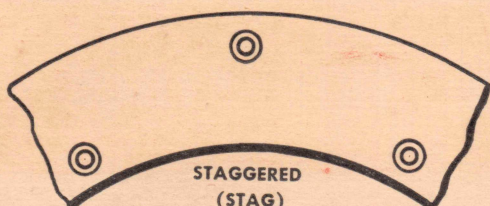
DOUBLE EVEN  
(DE)



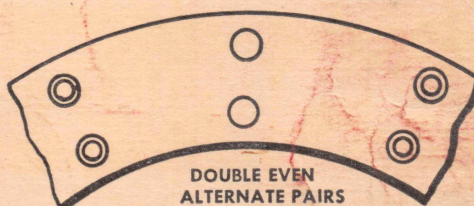
ALTERNATE STRAIGHT  
(AS)



DOUBLE EVEN  
ALTERNATE STRAIGHT  
(DEAS)



STAGGERED  
(STAG)



DOUBLE EVEN  
ALTERNATE PAIRS  
(DEAP)

The above drillings are indicated in the alphabetical listing by the following initials:

STR = Straight  
AS = Alternate Straight  
STAG = Staggered

DE = Double Even  
DEAS = Double Even Alternate Straight  
DEAP = Double Even Alternate Pairs

## Key to Clutch Facings Abbreviations

Prefix indicates type of facing

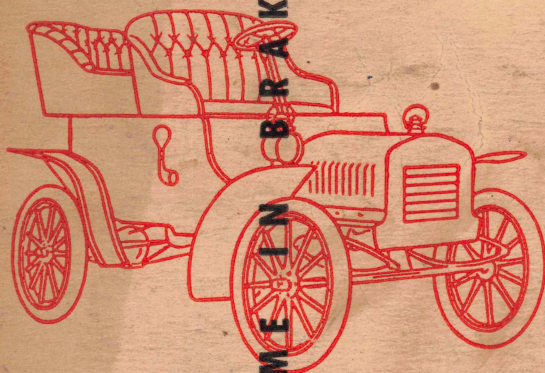
EW = Endless Woven  
EV = Endless Compressed Fabric  
M = Molded

STM = Special Type Molded  
V = Compressed Fabric, Formed and Joined  
ST = Special Type



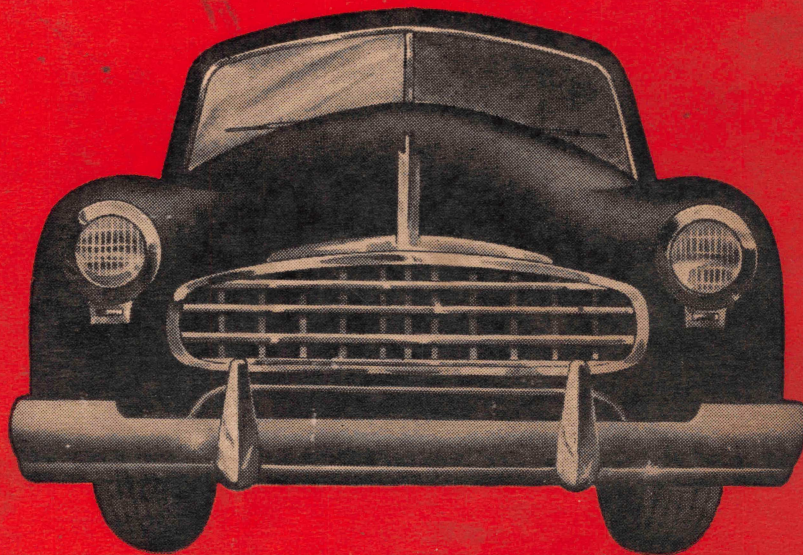


THE OLDEST NAME IN BRAKE LINING



# Johns-Manville *Brake Linings* and Automotive Products

42<sup>ND</sup> EDITION



PASSENGER CAR  
and LIGHT TRUCK

*Catalog*